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ORGANIZATION CHART
ILLINOIS DIVISION OF HIGHWAYS

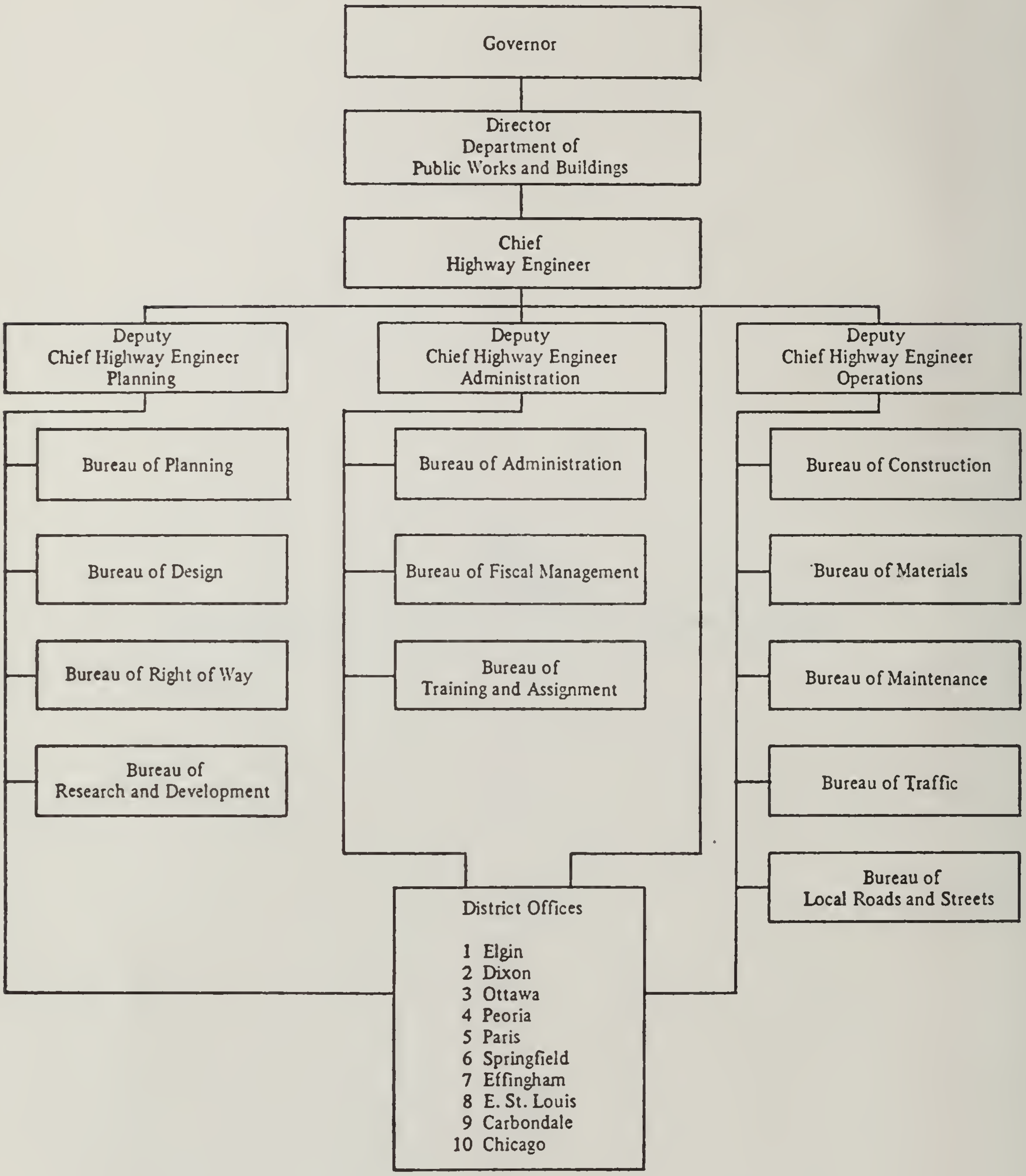

Figure I

Administrative Officers of The Department of Public Works and Buildings

Division of Highways

December 31, 1969

Richard B. Ogilvie, *Governor*

William F. Cellini, *Director*

Division of Highways

Richard H. Golterman, *Chief Highway Engineer*
Theodore F. Morf, *Deputy Chief Highway Engineer of Administration*
Roger F. Nusbaum,*Deputy Chief Highway Engineer of Operations*
Ralph D. Brown, Jr., *Deputy Chief Highway Engineer of Planning*

BUREAU CHIEFS

H. I. Shively, *Engineer of Administration*
R. R. Shipley, *Comptroller*
R. L. McCracken, *Engineer of Training and Assignment*
A. R. Austin, *Engineer of Right of Way*
W. E. Baumann, *Engineer of Design*
R. D. Schmidt, *Engineer of Construction*
M. E. Byers, *Engineer of Materials*
H. O. Scheer, *Engineer of Maintenance*
H. R. Hanley, *Engineer of Planning*
J. E. Burke, *Engineer of Research and Development*
W. A. Frick, *Engineer of Traffic*
M. B. Larsen, *Engineer of Local Roads and Streets*

DISTRICT ENGINEERS

District 1, Elgin—S. C. Ziejewski
District 2, Dixon—D. E. Sunmark
District 3, Ottawa—R. H. Blasius
District 4, Peoria—J. E. Harland
District 5, Paris—J. C. Mulgrew
District 6, Springfield—H. W. Monroney
District 7, Effingham—H. L. Wear
District 8, East St. Louis—R. E. Kronst
District 9, Carbondale—J. F. Newton
District 10, Chicago—G. T. March

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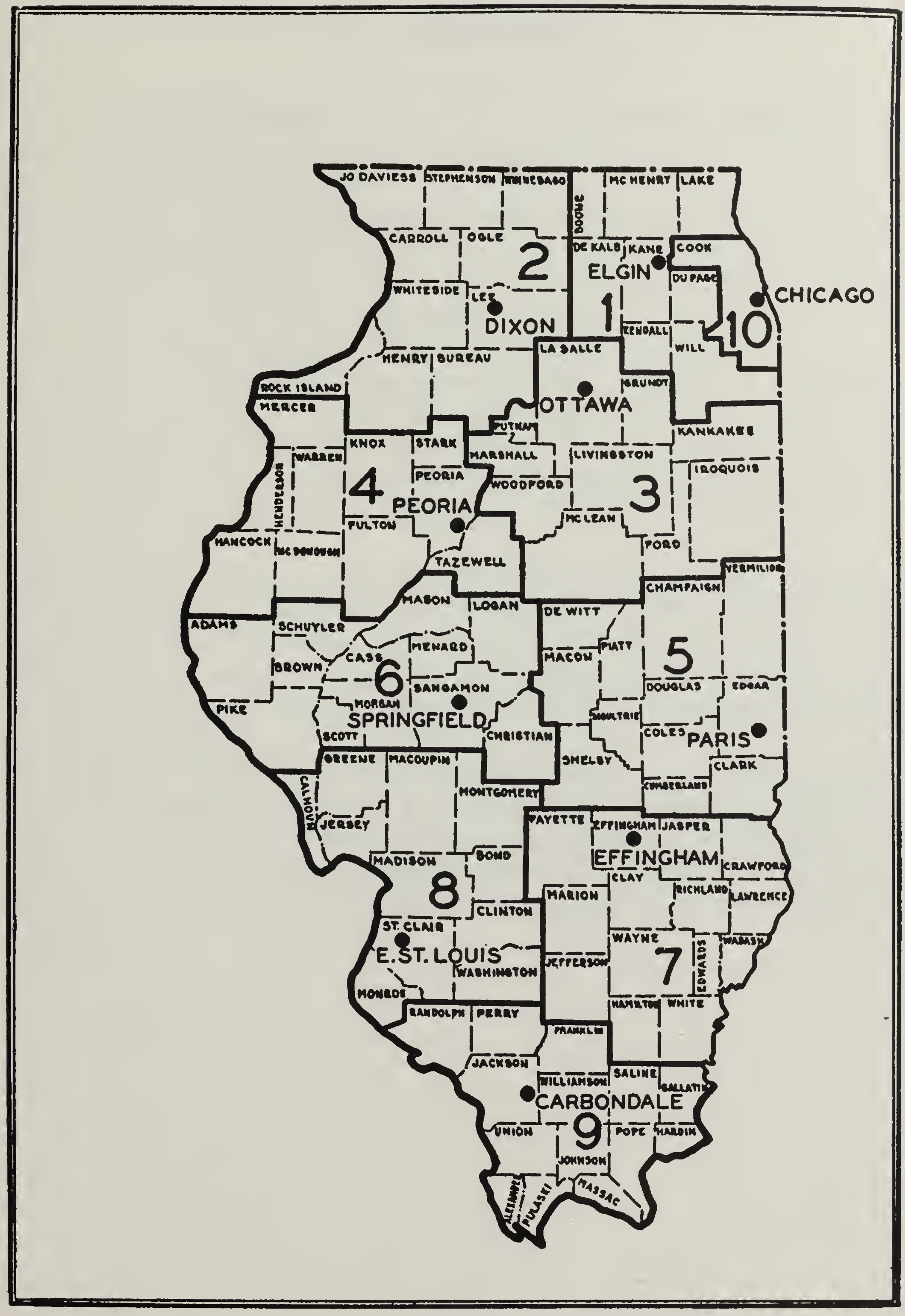

Figure 2.

Map showing State Highway Districts and the location of district offices.

DIVISION OF HIGHWAYS

I. PREFACE

This 1969 Annual Report of the Division of Highways contains a detailed account of the administration, construction, and maintenance of State highways in Illinois for the year ending December 31, 1969.

The text, tables, and charts presented herein describe the financial transactions of State highway funds; list the contracts awarded and work accomplished during the year; give the cost and description of maintenance and traffic operations; and show the amount of highway construction supervised by the State. This report is considered the historical record of the year's accomplishments of the Division of Highways.

The Division of Highways is one of the divisions included in the Department of Public Works and Buildings. The Chief Highway Engineer is the executive officer of the Division of Highways who administers the highway work of the State with the aid of deputies, the central office and bureaus, and the ten highway districts. Figure I, the organization chart of the Division of Highways, shows the relationship of the various branches in the Division.

Under the Chief Highway Engineer, the Deputy Chief Engineer of Administration supervises the Bureaus of Administration, Fiscal Management, and Training and Assignment. The Deputy Chief Engineer of Operations supervises the Bureaus of Construction, Maintenance, Materials, Traffic, and Local Roads and Streets. The Deputy Chief Engineer of Planning supervises the Bureaus of Planning, Design, Research and Development, and Right of Way.

During 1969 changes were made in the Administrative personnel of the Division of Highways. These changes were caused by retirement of key personnel. A list of administrative officials is given in the initial pages of the report as of December 31, 1969. Those employees who have served 25 years or more are included in a listing in Figure II. In Figure III the boundaries of the highway districts and the location of the district offices are shown.

DIVISION OF HIGHWAYS EMPLOYEES WHO HAVE SERVED 25 YEARS OR MORE

Edwin R. Ailes
Vernon F. Barr
Charles L. Baxter
Glenn W. Bertram
Herman W. Bieritz
Clara E. Birnbaum
Fremont H. Blandin
George M. Booth, Jr.
Arthur C. Braming
Herbert L. Brantley
James R. Branton
C. N. Bullard
Louis J. Burg
John E. Burke
Cyril V. Burns
Genevieve Cain
T. Warren Connole
Nathaniel B. Curran
Nina Anna Denes
Gordon H. Doeringsfeld
Walter M. Dombrowski
Jean Donnor
Mary Sue Duffield
Ray E. Dunnington
Frances C. Eastep
Clarence W. Engel
Orville A. Evans
Freda J. Fischer
George T. Fischer
Hugh D. Ford
Robert N. Gamble
Rufus H. Gardner
Harold B. Gegel
Otto B. Gerlach
Eugene W. Gilbert
Robert B. Gove
Harry P. Graham
Wilfred E. Gronberg
Jesse R. Gulick
Robert A. Gust
Jacqueline R. Haley
Ray P. Hamilton
Harry R. Hanley
Helen M. Hanselman
Frank W. Hansford
Aurelius B. Harris
Herberta Herchy
Corrie A. Hightower
Harvey T. Hoffman
Dolph Hoke
Carl E. Holtman
Vance E. Hopper
Harold R. Hubbell
C. R. Ihlenfeldt
Alvin Jensen
Robert W. Johnson
Charles W. Jones
H. Franklin Jones
James E. Kellogg
Robert R. Kenyon
Edmund J. Kern
Hugo C. Kerwath
Warren L. Kessler
Arthur P. Kettenhofen
Louis H. Kinsella
Harold W. Kinsey
Arthur G. Kistler
Angela Kortenber
Olin W. Kriege
Arnold Lenzini
Chris A. Locker
William H. Lockhart
Murrel E. Loffland
Ernest G. Logan
Karl E. Luthin
J. Rolland Lyons
Joseph S. Malecki
Charles B. March
Fred C. Mason
Cyril P. Mathy
Geneva McCarty
John W. McCarty
Gordon S. McDonald
Eileen R. McFall
William R. Milligan
Hallene Moore
Theodore F. Morf
John C. Mulgrew
Claude R. Nicholson
Vivian E. O'Donnell
John A. Olson
Rea A. O'Neill
Lena C. Oseland
Robert Lee Otto
Forrest W. Owen
John L. Park
Arnold A. Parker
Kasper K. Parkes
Melvin S. Parsons
Joseph O. Pokorny
Marie Poppe
Neil F. Pruitt
Aldo Dillard Reid
Joseph J. Rimsay
H. Harold Roberts
Ben C. Rosenberg
Harold E. Sanders
Henry O. Scheer
George G. Schoenherr
Harold I. Shively
Raymond R. Shull
Elsie Slightom
William N. Sommer
Irene G. Stumm
Viola L. Suhr
Dale F. Sutzer
Lloyd C. Teas
Edward A. Teufert
John L. Thomas
Noel F. Thomas
Kenneth E. Tripp
Archie V. VanAusdall
William M. Waller
Raymond C. Walter
Alma T. Weber
Okla Genevieve Welle
Louise M. Wildi
Stanley Winn
Wilmer H. Woelfer
Wilbur W. Woods
Thomas M. Yannello
Glenn Younkin
Nell E. Ziegler
Gerald H. Zimmerman

Figure 3

II. LEGISLATION

1. GENERAL.—The Seventy-sixth General Assembly in the 1969 session enacted 2207 bills, of which the Governor approved 1946, approved four in part, vetoed 246, and filed one without signature. Table 1 lists bills pertaining to highways and highway administration. Some of these are discussed in more detail below.

2. LAWS RELATING TO HIGHWAY ADMINISTRATION.—*Senate Bill 178* makes certain changes in the date of filing, public hearings, and public notices of such hearings on the budget and appropriation ordinance of township highway commissioners.

Senate Bill 441 creates the Department of Law Enforcement, effective January 1, 1970, and includes among its responsibilities administration of the State Highway Police Act and traffic and motor vehicle regulations on Illinois highways.

Senate Bill 562 adds marijuana to the list of noxious weeds, brush, or plants growing along public highways which are to be destroyed by highway authorities.

Senate Bill 764 provides that any conveyance of land abutting a road, street, highway or alley, even if abandoned or vacated, shall be construed to include conveyance of the right, title and interest in such roadway that the conveyor had, or may later acquire, unless the instrument of conveyance specifically states otherwise.

House Bill 440 provides that the Department may enter into written contract with any other highway authority or may authorize written contracts between any two highway authorities for the maintenance, administration, engineering or improvement of any highway or portion of highway.

House Bill 444 authorizes various governmental units, persons, and agencies to invest funds in bonds issued by the Illinois Highway Trust Authority.

House Bill 446 authorizes the Department to lease highway projects from the Illinois Highway Trust Authority, paying rentals from the Road Fund. It also authorizes counties, road districts, and municipalities to use motor fuel tax allotments to pay principal and interest on bonds issued for construction and improvement of local highways, roads, and streets.

House Bill 447 provides for long-range planning (20 years) of highways by the Department, counties, and municipalities over 5000 population. Major improvements anticipated within five years of the date of the plan must be listed. Plans must be filed with designated agencies by July 1, 1971.

House Bill 448 restates legislative intent with relation to highways and strengthens the anti-diversion language.

House Bill 574 provides that private property shall not be taken or damaged for public use without just compensation. In all cases in which compensation is not made by the State in its corporate capacity, or a political subdivision of the State or municipality, any party may have a trial by jury to ascertain just compensation.

House Bill 1007 permits plats to be prepared by certain engineers registered under State laws as well as by Registered Land Surveyors.

House Bill 1254 amends the Highway Code in relation to county unit road districts under a commission form of government to change the take-over date for the county superintendent of highways to the first Tuesday in April and to outline other administrative procedures.

House Bill 1298 permits the Department and the county board to close certain roads intersecting freeways after holding a public hearing. This previously applied only to the interstate system.

House Bill 1311 authorizes the Department, in cooperation with municipalities and counties, to designate a "federal aid primary, type 2 system of streets and highways" in places with a population of 5000 or more. Construction expenses are shared, but maintenance is a local responsibility.

House Bill 1496 increases the amount of compensation payable by the State or any county to those displaced by highway construction, and broadens the range of reimbursable expenses to conform to Federal laws. The Department is to adopt rules and regulations necessary to implement such payments.

House Bill 2213 excludes official traffic control devices from the statute prohibiting obstructions at grade crossings and revises the prohibition of billboards on State or State controlled highways to omit those required by State laws.

3. LAWS AFFECTING HIGHWAY CONSTRUCTION AND MAINTENANCE.—*Senate Bill 610* exempts counties from Departmental supervision on construction and maintenance of highways financed wholly or partially by State funds when the Director finds the county highway department capable of meeting State standards, except in cases where Federal-aid funds are involved. Permission may be revoked when the county has not complied with standards.

House Bill 443 creates the Illinois Highway Trust Authority and empowers it to issue $2 billion in bonds over a ten year period. The Authority may construct, reconstruct, improve, equip and furnish State highways, bridges, viaducts, interchanges and roadside rest areas, and upon completion or opening of projects may rent the facilities to the State for a period not to exceed 30 years. All property owned by the Authority is tax-exempt.

House Bill 445 authorizes local governmental units to issue bonds for highway purposes. Proceeds are placed in a special "Bond Highway Fund" and available monies may be appropriated annually for construction and improvement of highways of the governmental unit. Principal and interest on the bonds are to be paid as they become due out of motor fuel tax allotments.

House Bill 1309 eliminates the exclusion of Cook County from Departmental jurisdiction over the construction of ditches, drains, tracks, poles, etc., by utility companies or other public or private corporations.

House Bill 2555 increases the interest rate on bonds issued by the Illinois State Toll Highway Authority for the construction and maintenance of tollways from 5½% to 6½%.

4. LAWS RELATING TO MOTOR FUEL TAX.—*Senate Bill 342* provides for payment of motor fuel tax monies to municipalities and counties as soon as possible after alloments are made. Funds may be invested locally until used with interest earned limited to the same uses as principal.

House Bill 435 increases motor fuel taxes from 6¢ to 7½¢ per gallon, effective August 1, 1969. Two-fifteenths of motor fuel tax fund deposits (formerly 1/12) are transfered to the Road Fund before administrative costs are paid and transfers made.

House Bill 442 requires the Department to make motor fuel tax monies available to counties, townships, and municipalities as soon as possible after allotments are made. However, if the local government fails to expend monies satisfactorily or fails to have Departmental approval of construction contracts, further payment of funds may be withheld until such situation is corrected.

House Bill 576 permits county use of motor fuel tax funds for the maintenance of any county highway, removing certain restrictions.

House Bill 1297 relates to municipal use of motor fuel tax funds for construction and maintenance of traffic control signals on arterial streets by (1) changing the reference from "automatic" to "official" traffic control signals and (2) restricting use on permanently mounted school crossing signals to those conforming to the State Manual.

House Bill 1500 permits county boards or municipal corporate authorities to use a portion of motor fuel tax allotments for duly created local Mass Transit Districts, local Transit Commissions, or the Chicago Transit Authority. Cook County may use motor fuel tax money for constructing or maintaining auxiliary office space or leasing office space for activities of the county highway department.

House Bill 1503 permits use of motor fuel tax funds for purchase of materials for maintenance of any township or road district road rather than just improved township or road district roads.

House Bill 1588 removes the $6 million limitation on the amount of motor fuel tax money Cook County may use to pay for activities of the circuit court.

House Bill 1699 broadens the definition of last preceding census as the determinant for distribution of motor fuel tax funds from Federal census to include municipal census, when conducted by the Federal Government.

House Bill 2478 changes the date on which the Secretary of State must transmit the annual motor vehicle registration statement to the Department from February 1 to April 15. The Department each month must use for county motor fuel tax allotment purposes the last such report received.

House Bill 2633 permits municipalities by ordinance to use motor fuel tax funds for operation and maintenance of motor vehicle safety inspection lanes which are permanent and in operation on a regular basis throughout the year.

5. LAWS RELATING TO MOTOR VEHICLES.—*Senate Bill 9* revokes the confidential and privileged status of accident reports except those filed by law enforcement officers in municipalities of 500,000 or more. Supplemental reports of police officers requested by the Department for analytical purposes which state opinions as to cause remain privileged and confidential.

Senate Bill 10 requires motorcycles to exhibit at all times upon any highway at least one lighted white lamp visible for at least 500 feet in the direction of travel. All other motor vehicles must exhibit, during periods of limited visibility, two lighted driving lamps showing white, yellow, or amber lights visible for at least 500 feet in the direction of travel. Every motor vehicle, during periods of limited visibility, must exhibit two lighted tail lamps visible for at least 500 feet in the reverse direction, except motorcycles which require only one.

Senate Bill 11 declares a railroad track across a highway to be a warning of danger and requires vehicles to stop within 50 feet but not less than 15 feet from the nearest rail, citing specifically when vehicles must stop. All vehicles must stop at railroad grade crossings where stop signs have been installed by order of the Illinois Commerce Commission. Drivers of certain vehicles are prohibited from changing gear while crossing tracks.

TABLE 1—BILLS PERTAINING TO HIGHWAYS AND HIGHWAY ADMINISTRATION ENACTED BY THE SEVENTY-SIXTH GENERAL ASSEMBLY—1969.[1]

Enacted as		Citation				Effect of Bill [2]
		Laws of Illinois 1969	Illinois Revised Statutes 1969			
		Page	Chapter	Paragraph	Title	
SB	714	3736	15	71;72	Amending: Auditor of Public Accounts and Auditor General	Advisory board to the Department of Audits will recommend rather than establish auditing standards and the Auditor General will develop post-auditing standards for all State agencies.
SB	563	1441	18	Ia	Canada Thistle and Other Weeds	Adds marijuana to the list of "noxious weeds".
HB	1646	2418	19	37.16	Canals & Waterway Improvements	The Department may grant easements through Illinois and Michigan canal lands for public utility purposes.
SB	80	157	24	1-3-2a	Cities and Villages	Authorizes municipalities to adopt by reference the county subdivision code.
SB	348	1389	24	2-2-14;2-3-18	Cities and Villages	County Board in a county between 150,000 and 1,000,000 population which has an official county plan may require a proposed incorporation of a city or village to be compatible with the county plan and have sufficient tax base to provide necessary municipal services.
SB	349	1390	24	2-2-5;2-3-5;2-3-5a	Cities and Villages	A city or village proposing incorporation must have consent of any municipality within 1½ (rather than one) mile, must contain 4 square miles and 2,500 residents in permanent dwellings, and fulfill certain petition requirements.
HB	80	2712	24	11-102-4a;11-102-4b; 11-102-4c;11-102-4d	Cities and Villages	Requires a public hearing on any plan to change municipal airports physical facilities when the change affects residents in a contiguous area.
HB	172	152	24	11-122.1-2;11-122.1-3; 11-122.1-4	Cities and Villages	A municipality may contract for the operation of a privately-owned local passenger transportation system.
HB	316	168	24	1-3-1	Cities and Villages	Authorizes a municipality to adopt by reference resolutions and ordinances of the county in which its located.
HB	820	3582	24	1-1-7	Cities and Villages	Municipal corporate authorities may contract with owners of shopping centers, as provided in Sec. 11-209 of the Illinois Vehicle Code.
HB	1794	3053	24	11-13-12	Cities and Villages	Appeals to the Zoning Board of Appeals must be made within 45 days.
HB	1807	1368	24	9-2-48(1)	Cities and Villages	Municipal corporate authorities may make annual assessment for maintenance of pedestrian malls and parking facilities for commercial or shopping center improvements.
HB	2534	3609	24	11-91.1-1;11-91.1-2; 11-91.1-3;11-91.1-4; 11-91.1-5;11-91.1-6	Cities and Villages	Enables municipalities to comply with Federal regulations regarding persons and business operations displaced as a result of highway projects.
SB	764*	3640	30	6a	Conveyances	Any conveyance of land abutting a roadway, whether abandoned or vacated, shall be construed to convey the right, title, and interest the conveyor had, or may later acquire, unless the conveyance states otherwise.
SB	222	277	34	3154	Counties	A published notice of a hearing on a petition or application for variance before the County Zoning Board must contain a legal description of the location and identification of the petitioner.
SB	354	4052	34	436-1	Counties	A county board may discontinue using building permits for construction when there is danger to health or welfare.

SB	691	1238	34	3501	Counties	Counties may purchase real estate to be used for parking facilities.
HB	121	1585	34	3102	Counties	Permits an alternative method of management of a county department of public works.
HB	1901	3592	42	380z29	Drainage	Enlarges the corporate limits of the Metropolitan Sanitary District of Greater Chicago to include portions of Palatine Township on referendum.
HB	482	2160	47	2.3	Eminent Domain	Changes the receiver of compensation monies held until final judgement from clerk of the court to county treasurer.
HB	574*	3927	47	1	Eminent Domain	Clarifies inclusion of political subdivision of the State and municipalities as compensation offerors and sets forth procedural rules for trial by jury or trial by court setting without a jury.
SB	1055	546	48	138.5;138.7;138.8	Employment	Increases or changes certain benefits under Workmen's Compensation Act.
SB	1057	564	48	172.40;172.42;172.43	Employment	Increases or changes certain benefits under Workmen's Occupational Diseases Act.
HB	515	142	48½	43	Engineers and Engineering	Application for examination as a Professional Engineer will be denied and fee forfeit if the applicant does not take the examination within 3 years.
HB	1927	3528	48½	34;48;57	Engineers and Engineering	Public work construction - plans and estimates by registered professional engineer.
SB	713	3676	63	104	General Assembly	The Legislative Audit Commission shall make recommendations to the Auditor General regarding establishment of post-auditing standards for all State agencies.
HB	1439	1367	63	29.2	General Assembly	Legislative Reference Bureau - increases subscription price for "Legislative Synopsis and Digest" from $10 per session to $20 per calendar year.
SB	521	1563	82	1	Liens	Architects, structural engineers, professional engineers, and land surveyors discharging professional duties qualify for mechanics liens.
SB	999	2332	85	1155; 1164; 1185; 1186; 1187; 1114; 1135; 1136; 1137; 1136.2	Local Government	Southwestern Illinois Metropolitan Area Planning Act - changes State's cooperating agency from Board of Economic Development to Department of Local Government Affairs.
SB	1000	2336	85		Local Government	Northeastern Illinois Planning Act - changes State's cooperating agency from Board of Economic Development to Department of Local Government Affairs.
HB	111	1583	85		Local Government	Creates Legislative Advisory Committee as consulting agency for Northeastern Illinois Metropolitan Area Planning Commission regarding policy and administrative matters.
SB	90*	2443	91	2a	Medicine and Surgery	Exempts any properly licensed person from civil liability when, in good faith and without fee, he provides emergency care to an accident victim at the scene of the accident.
SB	5	157	95½	189	Motor Vehicles	Requires the driver of a motor vehicle, when leaving it unattended on a descending road or street, to move ignition keys and turn wheels to curb.
SB	6	1	95½	151	Motor Vehicles	Substitutes "roadway" for "highway", wherever the word "highway" appears.
SB	8	1815	95½	150	Motor Vehicles	Exempts emergency vehicles from certain speed limits.
SB	9*	1816	95½	138.02	Motor Vehicles	Provides that accident reports forwarded by law enforcement officers in municipalities of less than 500,000 are not confidential.
SB	10*	1817	95½	200-209	Motor Vehicles	Requires every motorcycle driving upon any highway in the State, exhibit at all times one lighted white driving lamp visible at least 500 feet. Clarifies requirement for driving lamps on other motor vehicles.
SB	11*	2124	95½	130;180;181	Motor Vehicles	Clarifies use of flashing signals, requires dirvers to stop within 50 feet but not less than 15 feet from nearest rail or railroad crossing, and prohibits changing of gears while crossing railroad tracks.
SB	26	172	95½	213	Motor Vehicles	Limits the intent of a muffler or exhaust system to noise abatement, excluding smoke control, and includes in the definition turbine wheels for the purpose of receiving exhaust gas from diesel engines.
SB	311*	223	95½	189C	Motor Vehicles	Deletes requirement of protective headgear for persons riding motorcycles.
SB	318*	1830	95½	220.13	Motor Vehicles	Provides that interstate carriers using second division vehicles are subject to Illinois safety provisions unless the carrier has complied with U.S. Dept. of Transportation Motor Carrier Safety Regulations.
SB	334*	2309	95½	6A-204;6A-206	Motor Vehicles	Makes conviction on three offenses against traffic regulations within 12 months grounds for discretionary revocation or suspension of drivers license. specifically excluding certain offenses.
SB	448	1050	95½	189c;198b;217.1; 220;220.1;220.6; 222.02;229;229b.2; 229b.4;229b.6;235	Motor Vehicles	Transfer powers and duties contingent to traffic regulation from the Department of Public Safety to Department of Law Enforcement effective January 1, 1970.
SB	449	1058	95½	4-105;4A-103;4A-110; 6A-112	Motor Vehicles	Transfers powers and duties contingent to motor vehicle regulations from the Department of Public Safety to Department of Law Enforcement effective January 1, 1970.
SB	690	3237	95½	200	Motor Vehicles	Provides that truck tractors or road tractors manufactured before January 1, 1968, need have only one rear red lamp.

TABLE 1— Continued

Enacted as	Citation				Effect of Bill [2]
	Laws of Illinois 1969	Illinois Revised Statutes 1969			
	Page	Chapter	Paragraph	Title	
SB 852	4063	95½	6-402	Motor Vehicles . . .	Requires driver training schools to maintain a bond not to exceed $10,000 for protection of contractual rights of students.
SB 1004*	2912	95½	3117; 4-200; 4-201; 4-202; 4-203; 4-204; 4-205; 4-206; 4-207; 4-208; 4-209; 4-210; 4-211; 4-212; 4-213; 4-214	Motor Vehicles . . .	Makes abandonment of a motor vehicle or any part thereof on a State highway illegal. Provides for the disposition of abandoned, lost, stolen, or unclaimed vehicles; sets forth the penalty for violation; and authorizes searching of official records for identification of owners of certain vehicles.
SB 1005	2919	95½	4-100	Motor Vehicles . . .	Adds definitions of "abandoned vehicles", "freeway", "expressway", "Interstate highway" and "Toll highway" to Vehicle Code.
SB 1021*	3689	95½	15-101	Motor Vehicles . . .	Limits number of implements of husbandry which may be operated in combination upon a highway to three. When hauling perishables not more than three wagons may be towed.
SB 1064	1893	95½	2-118; 3-418; 3-821	Motor Vehicles . . .	Authorizes the Secretary of State to make statistical services available to local governments and certain other public agencies and people and imposes specific charges.
SB 1099	1579	95½	402	Motor Vehicles . . .	Authorizes the Motor Vehicles Laws Commission to make a study of junked vehicles.
HB 22	174	95½	3-412	Motor Vehicles . . .	Permits Secretary of State to provide for registration of fleets of vehicles on a calendar year basis and provides for installment payment.
HB 32	18	95½	222.01	Motor Vehicles . . .	Deletes obsolete reference relative to the height of second division vehicles.
HB 33*	3694	95½	222	Motor Vehicles . . .	Deletes exception of agricultural implements from maximum width restrictions.
HB 34	112	95½	219; 219.01	Motor Vehicles . . .	Increases size of letters as used in the word "flammable, explosives or gasoline", from three to four inches in height and requires them to be reflectorized.
HB 35	113	95½	216	Motor Vehicles . . .	Provides that all second division motor vehicles designed to carry ten or more persons must have pneumatic tires and permits chains of reasonable size when weather conditions require.
HB 36	1895	95½	162; 210c	Motor Vehicles . . .	Prohibits flashing lights except on authorized vehicles.
HB 37	3695	95½	206; 207	Motor Vehicles . . .	Permits amber brake lights and turn signals; permits more than one back-up light; deletes permission of firemen to have blue lamps as additional lighting on their motor vehicles.
HB 38	18	95½	204	Motor Vehicles . . .	Inserts punctuation to correct sentence structure.
HB 50*	3899	95½	3-817	Motor Vehicles . . .	Permits owners of second division vehicles to carry the gross weight of their combination as indicated by total flat weight taxes rather than gross weight limitations on each unit combination.
HB 83	2713	95½	1-101.1; 6A-105	Motor Vehicles . . .	Provides for the approval of a driver education course, given in another State and adds restrictions on use of motorcycle instruction permits.
HB 84	240	95½	6A-205	Motor Vehicles . . .	Removes conflicting paragraphs whereby persons depositing a driver's license in lieu of bail must appear and answer the charge before being issued any temporary or hardship license.
HB 192	36	95½	3-601; 3-602; 3-604; 3-613; 3-705; 3-810; 5-701; 5-702; 5-703	Motor Vehicles . . .	Provides for special plates and license for manufacturers of engine and driveline components to be used for testing in second division vehicles.

HB	195*	3238	95½	1-14 thru 10-108;26c; 32a;58p;73a; 98 thru 239;239.1; 239.2;239.3;239.4; 239.5;239.11;239.21; 239.22;239.23;239.24; 282.1 thru 282.29;401; 402;403;411;421; 501 thru 505;551; thru 559	Motor Vehicles ...	Enacts a comprehensive new Illinois Vehicle Code, repealing the present Illinois Motor Vehicle Law, Traffic Act, Motor Carrier of Property Act, Motor Vehicle Act of 1919, etc.
HB	345	3205	95½	6A-501	Motor Vehicles ...	Provides that if a licensee is convicted of a traffic violation for operating a motor vehicle when his license has been suspended, he is subject to a fine of $20 to $300.
HB	415*	2720	95½	217.2	Motor Vehicles ...	Permits the display of a special slow moving vehicle emblem on farm tractors, implements of husbandry, and road construction and maintenance vehicles.
HB	436*	860	95½	3-806;3-807;3-808; 3-809;3-813;3-814; 3-815;3-817;3-818;3-819	Motor Vehicles ...	Increases motor vehicle registration fees, effective 1970.
HB	468*	119	95½	218	Motor Vehicles ...	Specifies the placement of flags, flares, lanterns, and reflectors when a second division vehicle is disabled on the highways.
HB	810	3932	95½	2-115	Motor Vehicles ...	Regulates investigatory powers of the Secretary of State.
HB	811	4113	95½	16-102	Motor Vehicles ...	Regulates investigatory powers of the Secretary of State.
HB	812	3568	95½	6-306	Motor Vehicles ...	Permits the deposit of drivers license as bail for violations of most traffic or equipment provisions of the Vehicle Code.
HB	813*	3569	95½	6-700;6-701;6-702; 6-703;6-704;6-705; 6-706;6-707;6-708	Motor Vehicles ...	Enacts the "Driver License Compact".
HB	814	3574	95½	7-201;7-202	Motor Vehicles ...	Exempts parked vehicles in accidents from security requirements.
HB	815	3576	95½	7-204	Motor Vehicles ...	Requires proof of financial responsibility for the future as additional security.
HB	816	4114	95½	7-205	Motor Vehicles ...	Provides that if a nonresident fails to deposit security, the Secretary of State may suspend the right to operate his motor vehicle in the State.
HB	817	3577	95½	11-100	Motor Vehicles ...	Adds definition of "street" to Chapter 11 of the Vehicle Code.
HB	818	3578	95½	12-100	Motor Vehicles ...	Adds definitions of "street or highway", "local authority" and "department" to Chapter 12 of the Vehicle Code.
HB	819*	3579	95½	13-103;15-100;15-104	Motor Vehicles ...	Provides rules and regulations for Official Testing Stations, adds certain definitions to Chapter 15 of the Vehicle Code and adds recreational vehicles to those second division vehicles exempt from the requirement of painted identification.
HB	821	3933	95½	1-142;1-209;1-217	Motor Vehicles ...	Clarifies the definition of "manufacturer" and "trailer" and redefines first and second division vehicles.
HB	822	3582	95½	3-412	Motor Vehicles ...	Makes provision for reassignment of license numbers.
HB	823	4115	95½	3-414	Motor Vehicles ...	Defines expirations dates for vehicles registered under a one-or two-year calendar year basis and vehicles registered under two- or four-fiscal year basis. Fleet vehicles under apportionment with other jurisdiction as provided on calendar basis.
HB	921	281	95½	3-607	Motor Vehicles ...	Repeals provision for special ensignia and reduced fee for license plates for members of Illinois National Guard or Naval Militia.
HB	961	325	95½	3-104;3-106	Motor Vehicles ...	Requires that an application for a certificate of title for any vehicle must be accompanied by an exemption determination from the Revenue Department that no tax is due.
HB	1008	3704	95½	3-900 thru 3-917	Motor Vehicles ...	Adds article on administration of remittance agents and repeasl "An Act to license and regulate the acceptance of money from the public for remittance,......" in Chapter 16½, "Banks".
HB	1118*	1602	95½	230;230.01;230.02	Motor Vehicles ...	Provides a service charge for processing applications for special permits in addition to the regular fee and provides for a fine not to exceed $1000 for operation of a vehicle under a permit fraudulently obtained.
HB	1204	3715	95½	3-402.1;3-811	Motor Vehicles ...	Permits the Secretary of State to issue one-trip permits at the cost of $3.00 per permit to transporters of vehicles by the driveaway or towaway methods in lieu of in-transit plates.
HB	1231	3716	95½	282.14;282.15	Motor Vehicles ...	Exempts motor vehicles from filing of tariffs that transport money, coins, currency, securities, checks, negotiable instruments, and articles of unusual intrinsic value.
HB	1280	259	95½	182	Motor Vehicles ...	Regulates the movement of heavy equipment at railroad grade crossings.
HB	1282	260	95½	116a	Motor Vehicles ...	Modifies definitions, "stop or stopping", "stand or standing", "park or parking", "merging traffic", for purposes of uniformity in traffic laws.
HB	1283*	261	95½	128	Motor Vehicles ...	Excepts drivers of emergency vehicles from obedience to official traffic control devices.

TABLE 1— Continued

Enacted as	Citation				Effect of Bill 2
	Laws of Illinois 1969	Illinois Revised Statutes 1969			
	Page	Chapter	Paragraph	Title	
HB 1294*	1607	95½	224	Motor Vehicles ...	Prohibits hauling of certain overlength loads during the daytime on Saturdays, Sundays, or legal holidays, except public utilities on emergency service, and changes exception by permit to loads exceeding 80 ft. in length hauled during nighttime.
HB 1295	262	95½	114	Motor Vehicles ...	Includes traffic control signals and lane control signals under the definition of official traffic control devices, and excepts railroad signs and signals from official traffic control devices.
HB 1296	263	95½	111	Motor Vehicles ...	Clarifies the definition of "crosswalk".
HB 1299	266	95½	129b	Motor Vehicles ...	Changes the language describing the meaning of green and red signals without changing the meaning itself and adds the meaning of a yellow X signal.
HB 1303	267	95½	185	Motor Vehicles ...	Makes nonsubstantive language change.
HB 1304*	351	95½	143	Motor Vehicles ...	Provides that municipalities may require the driver or owner of a vehicle involved in an accident to file a written report with the designated municipal office.
HB 1305*	269	95½	140	Motor Vehicles ...	Requires the Department to supply accident report forms to police departments and sheriffs, but not coroners.
HB 1306*	269	95½	215	Motor Vehicles ...	Provides that materials may not be placed on automobile windows that obstruct the driver's view of any highway or intersecting highway.
HB 1307*	270	95½	142	Motor Vehicles ...	Requires the Department to analyze and tabulate all accident reports received in compliance with State law.
HB 1310*	359	95½	221	Motor Vehicles ...	Provides that size, weight and load limitations are inapplicable to fire apparatus and snow removal equipment owned or operated by any governmental body.
HB 1313*	275	95½	125	Motor Vehicles ...	Requires that the Department sign manual conform where possible to the lastest edition of the national manual.
HB 1314	275	95½	172	Motor Vehicles ...	Requires a driver to exercise proper precaution when observing any obviously confused or incapacitated person upon a highway.
HB 1316	276	95½	171	Motor Vehicles ...	Clarifies language and corrects a cross reference by stating specifically pedestrian position in relation to a moving vehicle.
HB 1317*	351	95½	138.01	Motor Vehicles ...	Specifies proper authority for immediate notification of an accident when a police officer is not present at the scene and provides that any capable passenger may give notification if the driver is incapable.
HB 1395	3729	95½	9-103;9-105	Motor Vehicles ...	Requires that automobile rental agencies have liability coverage on the occupants of a rented vehicle, as well as occupants of other vehicles involved in an accident with a rented car.
HB 1590	3734	95½	11-1414	Motor Vehicles ...	Requires school buses to be equipped with visual signals which must be activated by the driver immediately preceding the point where the school bus stops to load or discharge passengers.
HB 1599	3738	95½	12-103;12-128;13-114	Motor Vehicles ...	Corrects language regarding Federal regulations of equipment for motor vehicles of second division from Interstate Commerce Commission to Bureau of Motor Carrier Safety of the Federal Highway Administration.
HB 1606	3585	95½	3-415	Motor Vehicles ...	Provides for the renewal of vehicle registration on a two calendar year for two fiscal year basis and defining dates of application for each.
HB 1607	3586	95½	3-609	Motor Vehicles ...	Requires that renewal applications for disabled veterans must be accompanied with documentation for eligibility.
HB 1608	3587	95½	3-802	Motor Vehicles ...	Requires owner of a vehicle transferring registration to another vehicle requiring a higher registration fee pay additional fees or taxes due plus a registration fee of $3.00 if new number plates are issued. Also provides for reclassification of second division vehicles from fiscal to calendar or calendar to fiscal year basis.

HB 1609	3588	95½	3-804; 12-106; 12-109; 12-118	Motor Vehicles . . .	Provides for plates for antique vehicles on a two year registration basis with two year fee of $20.00 and second year fee $10.00 for newly acquired vehicles. Regulates type and condition of equipment on antique vehicles.
HB 1610	3592	95½	3-805	Motor Vehicles . . .	Provides for a two year registration for electric vehicles, with the fees at $28.00 for two year period and $14.00 for second year for newly acquired vehicles.
HB 1707	1620	95½	7A-201	Motor Vehicles . . .	Changes from $100 to $250 the amount of property damage incurred before a report is required, unless there is bodily injury involved.
HB 1882	3746	95½	18-100; 18-201; 18-302.1; 18-309; 18-601; 18-701; 18-801	Motor Vehicles . . .	Defines "agriculture certificate", as a certificate issued to an unincorporated agricultural carrier, stating rules and regulations set by the Commerce Commission in issuing the certificate. Defines "unincorporated agricultural carrier."
HB 1946*	3065	95½	217.2	Motor Vehicles . . .	Provides for roll bars and seat belts on mowing tractors operated along highway right-of-way.
HB 2050	3768	95½	11-1001; 11-1106; 11-1007.1	Motor Vehicles . . .	Clarifies language relating to pedestrians on roadways and requires drivers to yield to pedestrians when emerging from or entering a roadway from an alley, private road, or driveway.
HB 2051	3769	95½	11-1205; 11-1302	Motor Vehicles . . .	Defines clearly where a stop is to be made when a driver is emerging from an alley, also authorizes police officers to remove an unattended, abandoned, or disabled vehicle left standing on highway.
HB 2053	3771	95½	11-1405; 11-1410; 11-1412; 11-1412.1	Motor Vehicles . . .	Requires permanent handgrips and footrests on motorcycles carrying passengers and prohibits driving a motorcycle on sidewalks.
HB 2054	3772	95½	11-205; 11-306; 11-309; 11-404	Motor Vehicles . . .	Repeals section relating to striking of fixtures or property on highways; provides exception to public officers' obedience to traffic regulations; and clarifies section relating to movement of traffic at intersections with red and green signals.
HB 2055	3776	95½	11-501	Motor Vehicles . . .	Changes the limit of measurement for chemical test of alcohol in blood from milligrams to grams per 100 cubic centimeters of blood.
HB 2057	3779	95½	11-701; 11-706; 11-707; 11-708; 11-801; 11-901; 11-904; 11-906	Motor Vehicles . . .	Clarifies language relating to entering roadway from private roads, alleys or driveways, entering intersections, entering and traveling one-way roadways, and entering rotary traffic circles.
HB 2083	3785	95½	12-114	Motor Vehicles . . .	Clarifies language regarding special lighting on school buses.
HB 2365*	1374	95½	230; 230.02; 230.02-01; 230-06; 230.16	Motor Vehicles . . .	Changes requirements for application of excess size and weight permits; revises fee schedule for permits; and allows use of registration numbers and classification identification labels for vehicles qualifying for special permits.
HB 2367	3792	95½	18-311; 18-903	Motor Vehicles . . .	Changes from 500,000 to 1,000,000 the number of inhabitants required in a county to make the Motor Carrier of Property Law applicable.
HB 2425	3109	95½	228	Motor Vehicles . . .	Changes wording in the Traffic Act concerning weight classifications by striking the word "Caterpillar" and adding the word "Crawler".
HB 2440	4176	95½	6-115	Motor Vehicles . . .	Allows the Secretary of State to defer expiration of a drivers license of an Illinois serviceman on active duty outside the State.
HB 2441	3794	95½	6-112	Motor Vehicles . . .	Requires manual surrender of a drivers license or permit to an officer on demand; defines "manual surrender".
HB 2442	3795	95½	6-109	Motor Vehicles . . .	Changes language in section relating to examination of applicants for drivers license from "highway signs regulating, warning, and directing traffic to "official traffic control devices" and adds "safe driving practices".
HB 2443	3796	95½	6-104	Motor Vehicles . . .	Revises drivers license classifications regarding transportation of children or persons or property for hire.
HB 2445	4177	95½	6-102	Motor Vehicles . . .	Provides that a nonresident on active duty in the Armed Forces of the United States who has a valid license issued by his home state is exempt from acquiring license in this State.
HB 2446	3797	95½	6-202	Motor Vehicles . . .	Requires the Secretary of State to notify the motor vehicle administrator of another State when the license of a resident of that State is suspended or revoked in Illinois.
HB 2447	3798	95½	6-404	Motor Vehicles . . .	Describes the location of Commercial Driver Training Schools, deleting the section that describes a classroom at a different location from the main office.
HB 2448	3799	95½	6-408	Motor Vehicles . . .	Requires records of a driver's training school to show fees and charges, of course content, and instruction given to each student.

TABLE 1—Continued

Enacted as	Citation				Effect of Bill 2
	Laws of Illinois 1969	Illinois Revised Statutes 1969			
	Page	Chapter	Paragraph	Title	
HB 2450	4179	95½	6-105	Motor Vehicles ...	Permits a minor who has successfully completed a driver education course to drive a motor vehicle when accompanied by a person at least 21 years of age and licensed to drive at least one year and regulates instruction permits for minor drivers of motorcycles.
HB 2517	3803	95½	2-112	Motor Vehicles ...	Specifies that an audit fee be paid by anyone licensed by the State, or required to be licensed by the State, when a deficiency is found in the records of the licensee.
HB 2653	4183	95½	1-114	Motor Vehicles ...	Redefines commercial vehicles to exempt recreational vehicles not in commercial use.
HB 2713*	2423	95½	217.2	Motor Vehicles ...	Requires fire apparatus to be equipped with safety belts and safety belt connections and provides for semiannual inspection of safety equipment.
HB 2790*	1334	95½	230	Motor Vehicles ...	Provides that excess size and weight permits are void if violated and authorizes the Department to issue a policy or manual concerning movement of certain vehicles by special permit.
HB 2794	3140	95½	101	Motor Vehicles ...	Redefines trailer as a vehicle without motive power in operation, other than a pole trailer, and so constructed that no part of weight rests on the towing vehicle.
SB 1086	4066	102	42	Officers	Permits closed sessions to hear testimony on a complaint against employee or officer to determine its validity.
HB 563	3567	102	3.1	Officers	Prevents fradulent and corrupt practices in the making or accepting of official appointments and contracts by public officers and requires disclosure of identity of owners of real property.
HB 2576	1302	104	1 thru 18	Oil and Gas	Repeals the Oil Inspection Act.
HB 767	4267	105	468g	Parks	Creates Horseshoe Lake State Park in Madison and St. Clair Counties.
SB 255	1557	108½	14-149	Pensions	Increases the maximum service retirement allowance to an amount not to exceed 70 per cent of the average final compensation. Appropriates $27,500 to the Retirement System from the General Revenue Fund.
SB 256	1828	108½	14-152	Pensions	Provides an optional plan for computation of retirement benefit for a person who re-enters State service within one year after retirement. Appropriates $25,000 to the Retirement System from the General Revenue Fund.
SB 257	2513	108½	14-158; 14-159;	Pensions	Deletes the requirements of dependency on the part of a widower to qualify for survivors benefits. Appropriates $42,500 to the Retirement System from the General Revenue Fund.
SB 258	1559	108½	14-160; 14-149; 114-150; 14-153.1	Pensions	Provides an optional plan for automatic increases in service retirement allowances. Appropriates $1,-275,000 to the Retirement System from the General Revenue Fund.
SB 259	2303	108½	14-162	Pensions	Increases from ¼ to ½ creditable service time the period of eligibility for payment for ordinary disability. Appropriates $320,000 to the Retirement System from the General Revenue Fund.
SB 260	2352	108½	14-154	Pensions	Provides that when a members death occurs before retirement or while in service after having previously retired, the eligible survivors annuity beneficiary is entitled to interest earned refunded. Appropriates $10,000 to the Retirement System from the General Revenue Fund.
SB 533	1835	108½	7-139.1; 14-143.1; 14-146	Pensions	Removes the January 1, 1962 deadline for making contributions to the fund in order to receive credit for Federal service between January 1, 1944 to January 15, 1947.
HB 221	2932	108½	14-136	Pensions	Extends the time allowed for a member to make contributions to the Retirement System for prior service.
HB 2840	3816	108½	14-148	Pensions	Provides that a member is eligible for retirement allowance after having eight years service and attaining the age of 60 and provides for optional lower retirement allowance plan for retirement at 55 with 30 years service.
SB 520	1340	109	11	Plats	Provides for imprisonment or fine up to $500 for a conviction of damaging, destroying, or removing survey markers.

HB 1007*	2968	109	1.02;9.1	Plats	Permits plats to be prepared by certain engineers registered under the laws of the State of Illinois as well as by Registered Land Surveyors.
HB 1181	2722	111 2/3	352;353;355	Public Utilities	Includes within the definition of "Mass Transit Facility" not only local transportation facility but also ancillary and supporting facilities such as parking lots.
HB 1352	2600	111 2/3	358.1;358.2; 358.3;358.4	Public Utilities	Provides for public hearing and other procedures for annexation or disconnection of an area to a local mass transit district.
HB 1513	3022	111 2/3	63.1	Public Utilities	Provides that public utilities, after a written notice to the owner, may enter upon the property of any person for the purpose of making a land survey.
HB 1518	3027	111 2/3	8	Public Utilities	Authorizes the Illinois Commerce Commission to make joint investigations, to hold joint hearings, and to issue joint or concurrent orders with any official agency of another state or the Federal Government.
HB 2550	1264	111 2/3	501 thru 518	Public Utilities	Creates the Urban Transportation District Act.
HB 2677	3129	111 2/3	307;310;311	Public Utilities	Provides the Metropolitan Transit Authority with the power to acquire suburban motor bus lines.
SB 1031	3644	115	12.1	Recorders	Requires the name and address of the grantee or grantees to appear on the face of a deed or other instrument which transfers title to real property.
SB 143	2477	120	500	Revenue	Extends to all counties, before applicable only to Cook County, the provision requiring an owner of tax exempt property to file annually with the county assessor a certificate stating whether there is any change in ownership or use of property.
SB 342*	1386	120	424	Revenue	Requires the distribution of motor fuel tax funds to counties and municipalities as soon as possible after the allotment is made and permits the local treasurer to invest funds until their use is required.
SB 1150	409	120	1-101 et. seq.	Revenue	Creates the Illinois Income Tax Act.
HB 435*	857	120	418;424	Revenue	Provides an increase in motor fuel tax from 6¢ to 7½¢ per gallon, effective, August 1, 1969, 2/15 of the motor fuel tax fund deposits shall be transferred to the Road Fund before any administrative costs are paid.
HB 1699*	1982	120	424	Revenue	Requires the distribution of motor fuel tax funds to be based on the last preceding Federal Census or municipal census when conducted by the Federal Government.
HB 1813	2243	120	752.1	Revenue	Provides that any city shall be reimbursed in any court decree in which the city has an interest or, in lieu, the court shall order the tax sale set aside as a sale in error.
HB 2478*	2346	120	424	Revenue	Provides that the Department shall each month use for county motor fuel tax allotment purposes the last report of registrations received from the Secretary of State. Filing data changed to April 15.
SB 149	3533	121	10-605	Roads and Bridges	Establishes a tax rate limitation for cities of less than 500,000 located on a navigable stream for bridge related purposes. May be increased only according to referendum provisions of General Revenue Law.
SB 178*	3547	121	6-501	Roads and Bridges	Regulates date of filing and public hearings on budget and appropriations ordinance of township highway commissioners.
SB 182	1276	121	6-508.1	Roads and Bridges	Permits the use of tax levied by the highway commissioner for the purchase and housing of machinery and equipment, not for materials.
SB 184	1127	121	6-201.1	Roads and Bridges	Deletes the obsolete requirement that the township highway commissioner be present at the office of the district clerk on the fourth Tuesday in April of each year.
SB 273	182	121	314a38.1	Roads and Bridges	Requires in the "Toll Highway Commission Act", that in emergency expenditures, the affidavit will be filed with the Commission and the Auditor General within 10 days of authorization and will include the amount expended and the name of the vendor or contractor.
SB 274	184	121	100-16.1	Roads and Bridges	Requires in the "Toll Highway Authority Act", that in emergency expenditures, the affidavit will be filed with the Authority and the Auditor General within 10 days of authorization and will include the amount expended and the name of the vendor or contractor.
SB 562*	1440	121	9-111	Roads and Bridges	Adds marijuana to the list of noxious weeds growing along public highways which are to be destroyed by highway authorities.
SB 610*	4088	121	5-402	Roads and Bridges	Exempts counties from departmental approval or supervision when the Director finds the county highway department capable of meeting State Standards.
SB 908*	470	121	307.1	Roads and Bridges	Increases the maximum number of State Highway Police from 1400 to 1600 and appropriates $ 2,133,570 from the Road Fund to the Department of Public Safety for ordinary and contingent expenses.
HB 286	2150	121	6-116	Roads and Bridges	Requires that in road districts comprised of a single township the highway commissioner shall be elected at the general township election instead of annual township meeting.
HB 331	1243	121	6-506	Roads and Bridges	Provides that in road districts establishing tax rate limitations on a permanent basis, the county clerk shall on a permanent basis extend as taxes the amount necessary for proper construction and maintenance of district roads.

TABLE 1— Continued

Enacted as	Citation				Effect of Bill [2]
	Laws of Illinois 1969	Illinois Revised Statutes 1969			
	Page	Chapter	Paragraph	Title	
HB 440*	870	121	4-409;5-404;7-201; 7-202.2;7-202.3;7-202.4; 7-202.5;7-202.6;7-202.7; 7-202.8;7-202.9;7-203	Roads and Bridges	Provides that the Department may enter into a written contract with any other highway authority or authorize upon application written contracts between any two highway authorities for the maintenance, administration, engineering or improvement of any highway. The arterial street system is eliminated.
HB 442*	873	121	5-702;6-702;7-204	Roads and Bridges	Provides the Department to make motor fuel tax monies available to counties, townships, and municipalities as soon as possible after allotments have been made.
HB 443*	884	121	101-1 thru 101-18	Roads and Bridges	Creates the Highway Trust Authority and empowers it to issue bonds in the amount of $2 billion over a ten year period for certain highway purposes. Appropriates $200,000 from the Road Fund to the Authority to be repaid by bond sale proceeds.
HB 444*	875	121	101-19;101-20	Roads and Bridges	Authorizes various governmental units, persons, and agencies to invest funds in bonds issued by Illinois Highway Trust Authority.
HB 445*	876	121	102-1;102-2;102-3;102-4;	Roads and Bridges	Authorizes counties, townships, road districts, and municipalities to issue bonds for highway purposes, to be repaid from motor fuel tax funds.
HB 446*	877	121	4-201;4-201.17;5-701; 5-701.11;6-701;6-701.6; 7-202:7-202.18	Roads and Bridges	Authorizes the Department to lease highway projects from the Illinois Highway Trust Authority and authorizes counties, road districts, and municipalities to use motor fuel tax funds to pay the principal and interest on highway bonds.
HB 447*	879	121	4-301;5-301;7-301	Roads and Bridges	Provides for a long-range planning (20 years) of highways by the Department or counties, and municipalities over 5,000 population.
HB 448*	881	121	1-102	Roads and Bridges	Restates legislative intent relative to highways.
HB 576*	2938	121	5-701.3	Roads and Bridges	Removes certain restrictions on county use of motor fuel tax funds for the maintenance of county highways.
HB 1216*	896	121	402 thru 409	Roads and Bridges	Creates the Illinois Highway Study Commission as a permanent commission and appropriates $50,800 to the Commission from the Road Fund for ordinary and contingent expenses.
HB 1254*	253	121	6-125;6-126;6-129;6-512; 6-512.1;6-513	Roads and Bridges	Regulates county unit road districts under a commission form of government.
HB 1297*	264	121	7-202;7-202.5	Roads and Bridges	Provides for the use of motor fuel tax funds by municipalities for traffic lights or school crossing signals.
HB 1298*	265	121	8-106	Roads and Bridges	Permits the Department and the county board to close certain roads intersecting freeways after holding a public hearing, a provision which previously applied to interstate highways.
HB 1309*	272	121	9-113	Roads and Bridges	Eliminates Cook County from the exclusion of departmental jurisdiction over the construction of ditches, drains, tracks, poles, etc., by utility companies or other public or private corporations.
HB 1311*	273	121	3-104.1;3-108;7-202.1b	Roads and Bridges	Authorizes the Department, in cooperation with municipal or county corporate authorities, to designate a "federal-aid primary, type 2 system of streets and highways", in urban areas of population 5,000 or more.
HB 1402	3990	121	307.9	Roads and Bridges	Permits appointment to State Highway Police of persons 20 years of age who have successfully completed 2 years of law enforcement studies, restricting the power to arrest and carry firearms until age of 21.

HB 1496*	1292	121	3-107.1;3-107.1a; 3-107.1b;3-107.1c; 3-107.1d;3-107.1e 3-107.1f	Roads and Bridges	Increases the amount of compensation payable by the State or any county to those displaced by highway construction, and broadens the range of reimbursable expenses to conform with Federal laws effective July 1, 1970.
HB 1500*	1654	121	6-701.2	Roads and Bridges	Permits motor fuel tax funds to be used for maintenance of any township or road district road rather than just improved township or road district roads.
HB 1503*	4019	121	5-701;5-701.8;5-701.9; 5-701.11;7-202.14	Roads and Bridges	Permits counties over 1,000,000 to use motor fuel tax money for constructing or maintaining auxiliary office space or for constructing, maintaining, or leasing office space for activities of county highway department.
HB 1588*	948	121	5-701.10	Roads and Bridges	Removes the $6 million limitation on the amount of motor fuel tax money that counties of 1,000,000 or more inhabitants may use to pay for the activities of the Circuit Court.
HB 1649	3042	121	2-102;2-103;2-104	Roads and Bridges	Provides that access roads constructed under Section 10-22-36A of the School Code to connect school grounds with an improved highway become a part of the same highway system.
HB 2094	3666	121	4-508	Roads and Bridges	Specifies that the Department must give first refusal rights to person from whom property was acquired when it is no longer needed for highway purposes, provided that the person has been in continuous residence in a dwelling on the property.
HB 2213*	1623	121	9-112;9-112.1;9-112.2	Roads and Bridges	Excludes official traffic control devices from the statute prohibiting obstructions at grade crossings and revises the prohibition of billboards on State or State controlled highways to except only those required by State law.
HB 2221	3096	121	6-201:7	Roads and Bridges	Provides that except for professional services, when certain contract costs exceed $2,500, the contract shall be let to the lowest responsible bidder making provision for emergency situations.
HB 2555*	1299	121	100-17;100-19	Roads and Bridges	Increases the interest rate from 5½ per cent to 6½ per cent on bonds issued by Toll Highway Authority for the construction of toll highways.
HB 2633*	3121	121	7-202.18	Roads and Bridges	Permits municipalities by ordinance to use motor fuel tax funds for the operation and maintenance of motor vehicle safety inspection lanes, when lanes are of permanent nature.
HB 2788	1306	121	314a39;314a40	Roads and Bridges	Increases interest rate from 5½ per cent to 6½ per cent on bonds issued by Toll Highway Commission for the construction of toll highways.
SB 97	2445	121½	569	Sales	Provides that if insurance is included as part of a conditional sales contract on a motor vehicle, and the holder or the seller is unable within a reasonable time to secure insurance for the buyer, the holder of the contract is released from liability.
HB 79	2131	122	27-24.2	Schools	Provides that a driver education course may be commenced immediately after the completion of a prior course. Deletes the provision for employment of teachers on a calendar year rather than school year basis.
SB 74*	1227	127	187	State Government	Establishes an unpaid Commission on Inter-governmental Cooperation, and designates the Commission as an information center for the General Assembly in the field of Federal-State relations.
SB 226	28	127	411;412;412.1;412.2; 412.3;412.4;413;414	State Government	Creates a Bureau of the Budget in the Office of the Governor and appropriates $250,000 to the Governor from the General Revenue Fund for administration of the Bureau.
SB 272	178	127	132.6	State Government	Requires that an affidavit be filed with the Auditor General by the person authorizing an emergency purchase, specifying amount spent, and naming vendor or contractor.
SB 441*	1149	127	3;45.11;9.11;55a	State Government	Creates the Department of Law Enforcement which shall have the duties related to law enforcement now vested in the Department of Public Safety.
SB 1053	2698	127	63b13.2	State Government	Provides that the Department of General Services may execute leases for office and storage space and other facilities for State agencies.
HB 174	19	127	132.230	State Government	Requires the Secretary of State to assign a public act number to each enrolled law at the time it is filed and arrange and print Session Laws in chronological order of public act numbers.
HB 178	2716	127	167.01	State Government	Requires that any voucher over $1500 in payment for professional, technical, or artistic skills submitted to the Auditor General must state the purpose, if a copy of the contract has been filed with the Auditor.
HB 495	4197	127	148;148-1;148-2	State Government	Creates the Travel Control Board and provides for official State travel regulations by the Department of Finance.
HB 496	4199	127	148.3	State Government	Requires that each State agency file reports with the Legislative Audit Commission of all of its officers and employees who spent the largest part of working time at a location other than the designated official headquarters.
HB 1133	3960	127	132.6-1	State Government	Requires disclosure of identity of persons or corporation officers with a beneficial interest of more than 7½ per cent in any bidding enterprise on purchases exceeding $1,500.

TABLE 1—Continued

Citation					
Enacted as	Laws of Illinois 1969	Illinois Revised Statutes 1969			
	Page	Chapter	Paragraph	Title	Effect of Bill 2
HB 1308	271	127	167e;167f	State Government	Repeals an obsolete act passed in 1961 which authorized transfer of $34 million from the Motor Fuel Tax Fund to the General Revenue Fund, requiring payment by June 30, 1964. Funds have been repaid.
HB 1636	1978	127	132.6	State Government	Provides that prospective bidders be prequalified to determine their responsibility when the entire estimated cost for building construction work exceeds $25,000.
HB 2174	1261	127	63b104d	State Government	Exempts from Jurisdiction B of the Personnel Code one confidential assistant to the director of all departments and chairmen of all boards and commissions and all employees outside geographical limits of State.
HB 2698	1380	127	166c	State Government	Permits purchase of contracts of annuity for Department employees from funds withheld.
HB 2699	1304	127	63b108b3;63b108b10; 63b116;63b117	State Government	Delets the reference to eligibility lists of Merit System Council and Civil Service Commission and replaces term "employment" with "appointment to a position".
HB 2706	2077	127	6.22;37;63b13;63b13.17	State Government	Permits the Civil Administrative Code to charge the Department of General Services with the administration of telecommunications interconnections facilities for all State agencies.
HB 2707	2081	127	141;142p2;144.16b;149; 160.3	State Government	Creates the Communications Revolving Fund within the State Treasury.
HB 520	147	131½	6	Structural Engr . . .	Requires that if an applicant under the Structural Engineering Act neglects to take the examination for registration within three years after filing application, fee will be forfeited and application denied, requiring new application and fee.
SB 519	1429	133	37;39;40;44;48	Surveyors and Surv	Provides that persons with four years surveying experience may take a portion of examination for certification as a Registered Land Surveyor; the fee is $20 and certificate is valid for 10 years.
HB 508	136	133	39	Surveyors and Surv	Requires that if an applicant under the Land Surveyors Act neglects to take the examination for registration within three years after filing application, fee will be forfeited and application denied, requiring new application and fee.
SB 179	3550	139	39.03;59.02	Township Org	Removes the provision for levying highway taxes at town meetings, as the Highway Code provides for this function.
HB 1066	1314	139	39;39.28	Township Org	Permits the town electors to employ or contract with engineers for a feasibility study for any contemplated project the electors have authority to undertake through the Township Organization Act.
SB 21				Appropriations	Reappropriates $350,000 from the General Revenue Fund (75th General Assembly House Bill 271) to the Department for improvement on Arlington Heights Branch of Salt Creek in Cook County.
SB 37				Appropriations	Appropriates $45,000 from the General Revenue Fund to the Department to complete construction of storm water and drainage improvements for the City of Carbondale and Southern Illinois University. Emergency.
SB 118				Appropriations	Appropriates $20,000 from the General Revenue Fund to Department, Division of Waterways for a feasibility study relative to a dam on Kankakee River. Appropriates $925,000 from the General Revenue Fund for plans, land, lock, and dam.
SB 226				Appropriations	Appropriates $250,000 to the Governor for administrative expenses of the Bureau of the Budget.
SB 338*				Appropriations	Appropriates $75,000 Road Fund, $75,000 General Fund to make flood control improvements on Big Ditch and I-57 area near West Frankfort.

SB	363*				Appropriations	Appropriates $118,000,000 to the Department from the Road Fund for the Division of Highways to permit April 1, 1969, and subsequent contract lettings for remainder of fiscal 1969. Emergency.
SB	424				Appropriations	Reappropriates $300,000 from the General Revenue Fund (House Bill 1483, 75th General Assembly) to the Department for the construction of flood control improvements on the East Branch of Stony Creek in Cook County.
SB	579				Appropriations	Appropriates $235,000 from the General Revenue Fund to the Department for Division of Waterways to make flood control and drainage improvements in the City of Clinton, DeWitt County.
SB	771				Appropriations	Reappropriates $250,000 from the General Revenue Fund (House Bill 1329 of the 75th General Assembly) to the Department for improvements on the Kankakee and Iroquois Rivers in Kankakee County.
SB	783*				Appropriations	Appropriates $350,000 from the Road Fund to the Department to acquire right-of-way to prepare plans and engineering for a bridge over Illinois River at Grafton.
SB	841				Appropriations	Reappropriates $1,180,000 to the Department (Senate Bill 1382 of the 75th General Assembly) from the General Revenue Fund for acquisition of land, easement and rights-of-way, and for construction of a dam on the Fox River waterways.
SB	908				Appropriations	Appropriates $2,133,570 from the Road Fund to the Department of Public Safety for ordinary and contingent expenses of 200 additional State Police.
SB	911*				Appropriations	Appropriates for the ordinary and contingent expenses of the Department of Finance for the fiscal year ending June 30, 1970; of total appropriation, $885,000 is from the Road Fund.
SB	912*				Appropriations	Appropriates for the ordinary and contingent expenses of the Department of General Services for the fiscal year ending June 30, 1970; of the total appropriation, $1,862, 410 is appropriated from Road Fund.
SB	915*				Appropriations	Appropriates for the ordinary and contingent expenses of the Department of Personnel for fiscal year ending June 30, 1970; of total appropriation, $416,214 is from the Road Fund.
SB	1016				Appropriations	Appropriates $330,000 from the General Revenue Fund to the Board of Regents for payment of 47½ per cent of the costs of major street improvement in the Town of Normal, provided voters approve a $1,800,000 bond issue.
SB	1044*				Appropriations	Appropriates to the State Treasurer for debt service due prior to July 1, 1969; of the total appropriation $1,360 is from the Road Fund for interest on State highway bonds, authorized in 1917 and 1923.
SB	1084*				Appropriations	Appropriates $12,500 from General Revenue Fund to the Data Information System Commission for ordinary and contingent expenses.
SB	1099				Appropriations	Appropriates $10,000 from General Revenue Fund to the Motor Vehicle Laws Commission for a study and investigation into the feasibility of recycling junked vehicles and automotive scrap into productive raw material.
SB	1166*				Appropriations	Appropriates for the ordinary and contingent expenses of the Department of Revenue; of total appropriation $17,000,000 is from the Motor Fuel Tax Fund for refunds and $564,070 for administration of the Motor Fuel Tax Law.
SB	1175*				Appropriations	Appropriates $6,500,000 to the Department of Revenue from the Motor Fuel Tax Fund for reimbursement and repayment to persons as provided by the Motor Fuel Tax Law. Emergency.
SB	1200*				Appropriations	Appropriates $6,065,605 from specified funds to the Auditor of Public Accounts for certain State obligations. Of the total $6,880 is appropriated from Road Fund, State Retirement $4,960, Social Security $1,920.
SB	1251*				Appropriations	Appropriates $637,979.86 from the General Revenue Fund and $271,821.89 from the Road Fund to the State Auditor for payment of certain listed claims as awarded by the Court of Claims.
SB	1258*				Appropriations	Appropriates to the State Auditor from certain specified State funds for salaries of members of General Assembly and for various officers of State Government. $92,500 is appropriated from Road Fund to pay salaries; Director and Assistant Director of Public Works and Buildings and some Highway Police.

TABLE 1—Continued

Enacted as	Citation				Effect of Bill[2]
	Laws of Illinois 1969	Illinois Revised Statutes 1969			
	Page	Chapter	Paragraph	Type of Act	
SB 1259*				Appropriations	Appropriates $70,000 from the Road Fund to the Illinois Toll Highway Authority for payment of compensation of members of the Board of Directors.
HB 111				Appropriations	Appropriates $2,500 from the General Revenue Fund for a Legislative Advisory Committee to advise and consult with the Northeastern Illinois Metropolitan Planning Commission.
HB 179*				Appropriations	Appropriates $25,000 from the General Revenue Fund for expenses to create a Zoning Laws Study Commission.
HB 307*				Appropriations	Appropriates $6,200 from the General Revenue Fund and $3,490 from the Road Fund to the State Auditor for salaries of State officers due and payable during the 75th Biennium. Emergency.
HB 350				Appropriations	Appropriates $20,000 from the General Revenue Fund to the Department to develop a drainage and flood control program for certain municipalities in southern Cook County.
HB 375				Appropriations	Reappropriates $120,000 to the Department from the General Revenue Fund (House Bill 631, 75th General Assembly) to acquire right-of-way and make improvements along St. Joseph Creek in DuPage County.
HB 489				Appropriations	Appropriates $8,000 from the General Revenue Fund to the East-West Gateway Coordinating Council for ordinary and contingent expenses.
HB 559				Appropriations	Appropriates $45,000 from the General Revenue Fund to the Department to cut a new pilot channel in the Embarras River near St. Marie in Jasper County.
HB 586				Appropriations	Approprites $150,000 from the General Revenue Fund to the Department to provide ferry services on and across the Illinois River at Pearl between Greene and Pike Counties.
HB 630				Appropriations	Appropriates $10,000 from the General Revenue Fund for the State Property Insurance Study Commission.
HB 766				Appropriations	Appropriates $2,000,000 from the General Revenue Fund to the Department of Conservation to establish a State park and wildlife refuge in Madison and St. Clair Counties.
HB 794*				Appropriations	Appropriates $535,800 from the General Revenue Fund and $163,700 from Road Fund to the Department of Finance for payment of State claims payable under Workmen's Compensation and Occupational Disease Act. Emergency.
HB 895				Appropriations	Reappropriates $1,200,000 (House Bill 371, 75th General Assembly) from the General Revenue Fund to the Department to acquire land and construct a multi-purpose reservoir on Big Kincaid Creek in Jackson County.
HB 902				Appropriations	Reappropriates $1,450,000 (House Bill 388, 75th General Assembly) from the General Revenue Fund to the Department for surveys, right-of-way, and plans for a drain on Middle Fork of Vermilion River in Vermilion County.
HB 1010*				Appropriations	Appropriates $15,000 to the Fair Employment Practices Commission to enforce those provisions of law prohibiting discrimination on the basis of race, creed, color, and national origin.
HB 1067				Appropriations	Appropriates $21,250 from the General Revenue Fund to the Capitol City Railroad Relocation Authority. Expenditures must be matched.
HB 1301				Appropriations	Appropriates $20,000 from the General Revenue Fund to the Governor for payment of Illinois share of costs and expenses of the Upper Mississippi River Basin Commission, year ending June 30, 1970.
HB 1384				Appropriations	Appropriates $1,225,000 from the General Revenue Fund to the Department for use by the Division of Waterways for various water resource projects and reappropriates $2,909,100.25 from the General Revenue Fund for various water resource projects.
HB 1393				Appropriations	Reappropriates $360,000 (House Bill 560, 75th General Assembly) from the General Revenue Fund to the Department for flood control and improvements on Addison Creek in Cook and DuPage Counties.
HB 1435				Appropriations	Reappropriates $1,125,000 (House Bill 629, 75th General Assembly) from the General Revenue Fund to Department for acquisition of right-of-way and improvements along Salt Creek in Cook and DuPage Counties.

HB 1437				Appropriations	Reappropriates $75,000 (House Bill 1672, 75th General Assembly) from the General Revenue Fund to the Department for flood control and related water resource improvements along Bensenville Ditch in DuPage County.
HB 1442				Appropriations	Appropriates $12,454.50 from the General Revenue Fund to the Department of Mental Health paying a proportionate share of the cost of street improvements benefiting the City of Peoria and the Zeller Zone Clinic.
HB 1584				Appropriations	Appropriates $55,000 from the General Revenue Fund to the Department for an engineering examination and survey on Little Saline River and Little Eagle and Ten Mile Creeks in Saline, Hamilton, Pope, Johnson and Gallatin Counties.
HB 1603*				Appropriations	Appropriates $25,000 from the General Revenue Fund to the Railroad Grade Crossing Blocking and the Railroad Grade Crossing Separation Investigative Commission.
HB 1616*				Appropriations	Appropriates $497,000 from the General Revenue Fund to Secretary of State for rehabilitation of the State Capitol Building, Centennial Building, Archives Building, State Museum and Record Center Building. In addition the sum of $3,645,585 (House Bill 1566, 75th General Assembly) from General Revenue is reappropriated to Secretary of State for rehabilitation of State Capitol Building, and $600,000 (House Bill 1951, 75th General Assembly) from Road Fund is reappropriated to Secretary of State for construction of Drivers License Building.
HB 1617*				Appropriations	Appropriates $75,000 from the Road Fund to the Secretary of State for rehabilitation of three motor vehicle facilities in Chicago.
HB 1703				Appropriations	Reappropriates $115,000 (House Bill 496, 75th General Assembly) from the General Revenue Fund to the Department for the acquisition of land and right-of-way for water control structures in Fox River in LaSalle County.
HB 1737*				Appropriations	Appropriates to the Department of Public Safety for ordinary and contingent expenses of State Police. Of total appropriation $28,608,959 is from the Road Fund (House Bill 2313, 75th General Assembly, $319,000 of which is reappropriated).
HB 1738*				Appropriations	Appropriates $3,604,748 from the General Revenue Fund for the ordinary and contingent expenses of the Department for Division of Waterways and $146,106 from Road Fund for the general office.
HB 1739*				Appropriations	Appropriates $921,309,182 from the Road Fund, $285,954,398 from the Motor Fuel Tax Fund and $5,100,000 from Grade Crossing Fund for the ordinary and contingent expenses of the Division of Highways fiscal year June 30, 1970.
HB 1754				Appropriations	Appropriates $7,500 from the General Revenue Fund for the Illinois-Mississippi Canal and the Sinnissippi Lake Commission.
HB 2280*				Appropriations	Appropriates $15,000 from the Road Fund to the Motor Vehicle Laws Commission for ordinary and contingent expenses, year ending June 30, 1970.
HB 2289				Appropriations	Reappropriates $300,000 (Senate Bill 1495, 75th General Assembly) from the General Revenue Fund to the Department for the construction of flood control and other improvements along the DesPlaines River in Lake County.
HB 2546*				Appropriations	Appropriates for the ordinary and contingent expenses of the Office of the Secretary of State for fiscal year ending June 30, 1970. Of the total appropriation, $38,929,963.76 is from the Road Fund.
HB 2638				Appropriations	Appropriates $50,000 from the General Revenue Fund to Department of General Services for preliminary study and engineering plans for two State office buildings in Springfield.

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[1] Excludes land conveyances.
[2] The Department of Public Works and Buildings is designated "Department".
* Bill discussed in text.

Senate Bill 90 exempts any properly licensed person from civil liability as a result of, in good faith and without fee, providing emergency care to a victim of an accident at the scene of an accident, except in cases of willful or wanton misconduct.

Senate Bill 311 deletes the requirement for protective headgear for persons riding motorcycles. Requirements for glasses, goggles, or transparent shields are retained.

Senate Bill 318 requires interstate carriers operating second division vehicles be subject to Illinois safety regulations unless the carrier has complied with provisions of the federal Motor Carrier Safety Regulations.

Senate Bill 334 makes conviction on three offenses against traffic regulations within 12 months grounds for discretionary revocation or suspension of driver's license, specifically excluding certain offenses.

Senate Bill 1004 makes unlawful abandonment of a vehicle or part of a vehicle on any highway or on public or private property in general public view, except on private property of the owner, and provides for disposition of abandoned, lost, stolen, or unclaimed vehicles. Violators may be fined $25 to $100. The bill authorizes searching of official records for identification of vehicle owner or information concerning wanted or stolen vehicles.

Senate Bill 1021 limits the number of implements of husbandry operating in combination upon a highway to three. When hauling perishable goods, an implement of husbandry may tow not more than three wagons.

House Bill 33 clarifies restrictions on the loading of hay, straw, and similar farm products, deleting agricultural implements and threshing machines from exceptions to maximum width restrictions.

House Bill 34 changes the required size of letters in "flammable, explosives, or gasoline" from three to four inches in height, to be written in reflectorized paint.

House Bill 50 permits the owner of a second division vehicle to carry the gross weight of his combination as indicated by the total flat weight taxes rather than the gross weight limitation on each unit in combination established by the registration classification.

House Bill 195 enacts a comprehensive new Illinois Vehicle Code, effective January 1, 1970.

House Bill 415 permits display of a slow moving vehicle emblem as a safety identification device on certain vehicles.

House Bill 436 increases the registration fees for motor vehicles, trailers, and semitrailers, effective in 1970.

House Bill 468 makes specific the placement of flags, flares, lanterns, and reflectors when a second division vehicle is disabled on a highway.

House Bill 813 adds the "Driver License Compact" to the Illinois Vehicle Code, effective July 1, 1970.

House Bill 819 provides rules and regulations for the State Police to issue permits for operation of Official Testing Stations and adds recreational vehicles to second division vehicles exempt from requirement of painted identification.

House Bill 1118 provides for a service charge in addition to issuance fees for special handling of a permit; imposes a fine and/or imprisonment for operation of a vehicle under a fraudulent permit; defines exceptions to stated issuance fees; and authorizes use of electronic devices for permit handling.

House Bill 1283 exempts drivers of emergency vehicles from obedience to official traffic control devices.

House Bill 1294 prohibits hauling of certain overlength loads during the daytime on Saturdays, Sundays, or legal holidays; continues the exception granted public utilities on emergency service; and changes by permit the exception to loads exceeding 80 feet in length hauled during the nighttime.

House Bill 1304 changes municipal requirements for motor vehicle accident reports, requiring them to be written, but deleting the provision for a copy of any report filed with the Department.

House Bill 1305 requires the Department to supply detailed accident report forms to police departments and sheriffs, but not coroners. When a written accident report is required, it must contain all information available.

House Bill 1306 prohibits on automobile windows any materials that block the driver's view of intersecting highways.

House Bill 1307 requires the Department to analyze and tabulate all accident report forms received in compliance with State law.

House Bill 1310 makes vehicle size, weight, and load limitations inapplicable to fire apparatus or snow removal equipment operated by any governmental body.

House Bill 1313 requires that the Department sign manual conform where possible to the most recent edition of the national manual on Uniform Traffic Control Devices for Streets and Highways.

House Bill 1317 specifies police authority for accident reporting when an officer is not present at the accident scene and provides that any capable passenger must give immediate notice to the proper officials if the driver is physically incapable.

House Bill 1946 requires roll bars and seat belts on mowing-tractors operated along highway rights-of-way.

House Bill 2365 changes the requirements for application for permits for excess size and weight, revises the fee schedule, and allows use of registration number and classification identification label for vehicles or combinations of vehicles qualifying for special permit.

House Bill 2713 requires that fire apparatus be equipped with safety belts and safety belt connections and be inspected semiannually.

House Bill 2790 voids any excess size and weight permit which is violated and authorizes publication or availability of a policy or manual concerning movement of certain vehicles by special permit.

6. LAWS RELATED TO COMMISSIONS, AUTHORITIES, AND BOARDS. —*Senate Bill 74* designates the Commission on Inter-Governmental Cooperation as an information center for the General Assembly in the field of Federal-State relations. It shall cooperate with the Illinois Bureau of the Budget and with any State offices located in Washington, D.C. in obtaining information concerning grant-in-aid legislation and proposals having an impact on the State.

Senate Bill 1084 creates the Data Information Systems Commission to establish a master plan for management information and data processing by the State and all its Departments, officers, agencies, subdivisions and municipalities. Reporting date to the 77th General Assembly is April 1, 1971.

House Bill 179 creates the Zoning Laws Study Commission to study existing enabling zoning statutes in light of zoning experience; land use at the local level; and judicial decisions. Reporting date to the 77th General Assembly is February 1, 1971.

House Bill 1010 appropriates $15,000 to the Fair Employment Practices Commission to enforce the law prohibiting discrimination by anyone holding a State contract or by a labor organization having a collective bargaining agreement with anyone holding a State contract. Results of the enforcement program must be reported to the 76th General Assembly by April 15, 1970.

House Bill 1216 creates the Illinois Highway Study Commission as a permanent Commission, provides for membership, and defines powers and duties. Reporting date is March 1, each odd-numbered year.

House Bill 1603 creates the Railroad Grade Crossing Blocking and the Railroad Grade Crossing Separation Investigative Commission to study the growing problem of trains blocking grade separations and means for alleviating it, not confined to methods for providing and financing railroad grade crossing separations. Reporting date to the 77th General Assembly is February 1, 1971.

7. APPROPRIATION BILLS.—Following is a summary of appropriation bills which were enacted to make funds available for the construction, maintenance, and operation of the State and local highway systems, for improvement of State highway buildings, and for the services pertaining to highways, of other State departments, including driver education, motor fuel tax, and motor vehicles.

(a) *House Bill 1739* appropriated funds for the ordinary and contingent expenses of the Division of Highways for the 1970 fiscal year:

ROAD FUND:		
Highway Construction ($290,641,000 reappropriation)	$808,971,466	
Highway Maintenance ($1,565,660 reappropriation)	66,228,977	
Administration	17,548,051	
Traffic Control	20,713,556	
Electronic Data Processing	1,753,987	
Total from Road Fund		$ 915,216,037
MOTOR FUEL TAX FUND:		
Administration of county, city, road district, and township work	2,802,327	
County motor fuel tax allotments	61,000,000	
Municipality motor fuel tax allotments	84,900,000	
Township and road district motor fuel tax allotments	26,500,000	
County motor fuel tax allotments, reappropriation	35,912,526	
Municipality motor fuel tax allotments, reappropriation	53,430,208	
Township and road district motor fuel tax allotments, reappropriation	21,409,337	
Total from Motor Fuel Tax Fund		285,954,398
GRADE CROSSING PROTECTION FUND:		
Installation of railroad grade crossing protection ($3,900,000 reappropriation)	5,100,000	
TOTAL ALL FUNDS		$1,206,270,435

House Bill 1739 provided for the following improvements to State highway buildings and grounds.

NEW APPROPRIATIONS

Location	Improvement	Amount
Ashkum	For construction of a sign and vehicle storage building, including ground improvements	$ 87,280
Brimfield	For construction of maintenance and storage buildings and ground improvements on Interstate Route 74	133,000
Buckley	For construction of maintenance and storage buildings and ground improvements on Interstate Route 57	126,720
Cairo	For construction of maintenance storage buildings and ground improvements on Interstate Route 57	90,000
Carlock	For construction of maintenance storage buildings and ground improvements on Interstate Route 74	78,000
Caseyville	Preparation of plans for construction of a sign shop	42,000
Chicago	For removal and replacement of the existing heating system in the maintenance storage building at 4051 North Harlem, Chicago	40,000
Chicago	For purchase of land for an expressway emergency patrol office and storage building in Cook County	120,000
Chicago	For construction of maintenance storage buildings and ground improvements on Interstate Route 90 in Cook County	335,000

Dixon	For alterations and improvements to district headquarters buildings and ground improvements	$ 47,425
Dixon/Caseyville	For purchase of land for the construction of sign shop buildings	125,000
Effingham	For preparation of plans for construction of an addition and improvements to district headquarters buildings	60,000
Jacksonville	For construction of maintenance storage buildings and ground improvements	10,000
Marshall	For construction of maintenance storage buildings and ground improvements on Interstate Route 70	126,720
Monee	For construction of maintenance storage buildings and ground improvements on Interstate Route 57	15,000
Mount Sterling	For construction of maintenance storage buildings and ground improvements	115,200
New Lenox	For construction of maintenance storage buildings and ground improvements on Interstate Route 80	15,000
New Lenox	For construction of a sign and vehicle storage building and ground improvements	188,500
Oak Forest	For purchase of additional land and for construction of a paint and vehicle storage buildings at 159th and Crawford, Oak Forest	153,800
Paris	For preparation of plans for construction and improvements to district headquarters buildings	20,000
Peoria	For preparation of plans for construction and improvements to existing district headquarters buildings	60,000
Peoria	For purchase and improvements of a building, including the site near district headquarters for use as a sign shop, or for construction of a new sign shop building	487,000
Pontiac	For construction of maintenance storage buildings and ground improvements on Interstate Route 55	218,000
Springfield	For improvements to training center building, 126 East Ash, Springfield	50,000
Springfield	For improvements to the Day Labor Buildings, 505 North MacArthur, Springfield	55,500
Springfield	For preparation of plans for construction of a central sign shop building	60,000
Various	For purchase of land for the construction of maintenance storage buildings	80,000
Various	For minor alterations and improvements to existing buildings and ground improvements at various district headquarters locations	130,000
Waukegan	For construction of a sign and vehicle storage building	190,000
Total new appropriations for highway buildings and grounds		$3,259,145

REAPPROPRIATIONS

Location	*Improvement*	*Amount*
Bloomington	For construction of maintenance storage buildings and facilities on Interstate Route 55	$ 160,000
Carbondale	For preparation of plans and specifications for improvements to the existing district headquarters office and storage buildings	40,000
Champaign	For construction of maintenance storage buildings and facilities on Interstate Route 57	180,000
Chicago	For the preparation of plans for improvements to the existing laboratory and office building at 4051 N. Harlem Avenue, Chicago	26,000
Cook County	For construction of maintenance storage buildings and facilities on Interstate Routes 57 and 80	280,000
Dixon	For the construction of an equipment, material and supply storage building near district headquarters	50,000
Dixon	For the completion of equipment, material and supply storage buildings near district headquarters	82,000
Dixon	For improvements to the district headquarters building and maintenance storage facilities	100,000
East St. Louis	For modernization of the electrical system in the existing office building	83,000
Effingham	For the preparation of plans for the construction of a sign shop	30,000
Greenville	For construction of maintenance storage buildings and facilities on Interstate Route 70	170,000
Kankakee	For construction of maintenance storage buildings and facilities on Interstate Route 57	130,000
Mattoon	For construction of maintenance storage buildings and facilities on Interstate Route 57	150,000

Monee	For construction of maintenance storage buildings and facilities on Interstate Route 57	$ 90,000
Nashville	For construction of maintenance storage buildings and facilities on Interstate Route 64	170,000
Oak Forest	For improvements to existing garage and storage building at 159th and Crawford	50,000
Paris	For improvements to existing district headquarters buildings and for improvements to the existing sign shop	476,000
Various	For purchase of land for construction of maintenance storage buildings at various locations	24,000
Various	For purchase of land for additions to district headquarters sites for construction of buildings and parking areas	85,000
Various	For purchase of land for additions to district headquarters sites for construction of buildings and parking areas	88,000
Various	For improvements to existing buildings and grounds at various district headquarters	100,000
Various	For construction of maintenance storage buildings and storage areas	270,000
	Total reappropriations for highway buildings and grounds	$ 2,834,000
	Total highway buildings and grounds	$ 6,093,145

(b) *Additional appropriations* to the Department of Public Works and Buildings from the Road Fund included:

Bill	Purpose	Amount
SB 338	West Frankfort flood control/drainage improvements	$ 75,000
SB 363	Contract lettings after April 1969	118,000,000
SB 783	Grafton Bridge right-of-way and plans	350,000
HB 1738	General Office,ordinary, and contingent expenses	146,106

(c) *Eighteen bills appropriated money from the Road Fund* to other State agencies to finance highway-related services. These are shown in the following tabulation:

Bill	Fund	Department	Appropriation	
			Purpose	Amount
HB 1616	Road	Secretary of State	Driver's License Building	1/ $ 600,000
HB 1617	Road	Secretary of State	Repair 3 MV facilities, Chicago	75,000
HB 2546	Road	Secretary of State	Ordinary and contingent expenses	38,929,964
Total to Secretary of State				$ 39,604,964
SB 908	Road	Public Safety	Additional State Police, ordinary and contingent expenses	$ 2,133,570
HB 1737	Road	Public Safety	Ordinary and contingent expenses	2/ 28,608,959
Total to Department of Public Safety				$ 30,742,529
SB 911	Road	Finance	Ordinary and contingent expenses	$ 885,000
HB 794	Road	Finance	Workmen's Compensation, supplemental	163,700
Total to Department of Finance				$ 1,048,700
SB 912	Road	General Services	Ordinary and contingent expenses of Vehicles Division	$ 1,862,410
Total to Department of General Services				$ 1,862,410
SB 915	Road	Personnel	Ordinary and contingent expenses	$ 416,214
Total to Department of Personnel				$ 416,214

SB 1200	Road	State Auditor	Retirement and Social Security, supplemental appropriation	$ 6,880
SB 1251	Road	State Auditor	Court of Claims	271,822
SB 1258	Road	State Auditor	State Officers' salaries	92,500
HB 307	Road	State Auditor	Superintendent of Highway Police, supplemental appropriation	3,490
Total to State Auditor				$ 374,692
SB 1044	Road	State Treasurer	Debt Service, 1917 and 1923 highway bond issues	$ 1,360
Total to State Treasurer				$ 1,360

1/Reappropriation - HB 1951, 75th General Assembly.
2/Reappropriation of $319,000 from HB 2313, 75th General Assembly.

			Appropriation	
Bill	Fund	Department	Purpose	Amount
HB 443	Road	Highway Trust Authority	Operating expenses	$ 200,000
Total to Highway Trust Authority				$ 200,000
HB 1216	Road	Highway Study Commission	Operating expenses	$ 50,800
Total to Highway Study Commission				$ 50,800
SB 1259	Road	Highway Toll Authority	Operating expenses	$ 70,000
Total to Highway Toll Authority				$ 70,000
HB 2280	Road	Motor Vehicle Laws Commission	Operating expenses	$ 15,000
Total to Motor Vehicle Laws Commission				$ 15,000
Total from Road Fund to other State agencies				$ 74,386,669
SB 1166	MFT	Revenue	Administration of MFT law, MFT refunds	$ 17,564,070
SB 1175	MFT	Revenue	MFT refunds, supplemental	6,500,000
Total from Motor Fuel Tax to other State agencies				$ 24,064,070
HB 2243	Drivers Education	Superintendent of Public Instruction	Expenses of Division of Driver Education	$ 168,600
HB 2244	Drivers Education	Superintendent of Public Instruction	Reimbursements to school districts for conducting driver education classes	6,200,000
Total from Driver Education Fund to other State agencies				$ 6,368,600
Total highway-user taxes to other State agencies				$104,819,339

III. TRAINING AND ASSIGNMENT

1. GENERAL.—The Bureau of Training and Assignment is responsible for the recruitment and placement of technical and engineering personnel, the development of training programs to improve the overall values of engineers and technicians to the Division, and the development and maintenance of the Division's employee safety program. Salary administration, position classification, and the orderly transaction of personnel matters are other responsibilities.

2. TRAINING.—Table 2 shows the number and various types of training programs that were offered to Division employees during 1969. Three programs administered or conducted by this bureau are not included in this listing because of the large number and repetition of classes taught. The Specific Task Training Program conducted 103 classes with a gross attendance of 1,977 Division employees and 17,375 man hours of training accomplished. Fifteen sessions of the Basic Management Program were conducted in the Districts and Bureaus with a gross attendance of 630 personnel and 2,520 man hours of training accomplished. Eighteen complete sessions of the Defensive Driving Course were offered to Central Bureau personnel by this office with 500 attending the six-hour course for a total of 3,000 man hours of training.

A new training program entitled "Technical Development" was originated for offering to experienced construction and materials personnel. The purpose of the course is to acquaint these engineers with the research findings and new developments in design, construction, materials and maintenance that initiate or cause revisions in the specifications or procedures. Two three-day sessions of each of the two courses currently comprising this program were offered and attended by 105 engineers resulting in 1,990 man hours of training. Additional courses are to be developed and included in this program.

Several other programs were developed by or with the assistance of this bureau and will be offered to Division personnel commencing in 1970. These include programs involving Design and Right of Way technical personnel and all middle and upper level management in both the Districts and Bureaus.

In addition to the above, the Training Unit also circulates bulletins issued by the various universities, junior colleges and the Department of Personnel informing Division employees of credit and non-credit courses that would be applicable and/or beneficial to them in their present or projected job assignments. Included in this area is the consultation with the Districts and Bureaus concerning the implementation of the Division's policy concerning reimbursement of tuition.

TABLE 2

TRAINING PROGRAMS.
DIVISION OF HIGHWAYS.
1969.

Course Description	Date	Location	Attendance
Highway Management Conference, Course B	Jan. 12-15	Monticello	22
Highway Management Conference, Course C	Feb. 10-12	Monticello	21
Highway Engineering Conference	Feb. 25-27	Urbana	474
Traffic Engineering Conference	Feb. 27-28	Urbana	76
Highway Management Conference, Course B	March 9-12	Monticello	21
Traffic Engineering Seminar	March 10-28	Evanston	9
Personnel Management Institute	April 10	Springfield	16
Highway Management Conference, Course B	April 20-23	Monticello	20
Highway Capacity Workshop	May 5-9	Evanston	5
Highway Management Conference, Course B	May 25-28	Monticello	21
Seminar for Traffic Engineering Technicians	June 2-20	Evanston	10
Engineering Technician Training Program	June 16-Aug. 29	Urbana	93
Seminar for Traffic Engineering Technicians	Sept. 8-26	Evanston	10
Personnel Management Institute	Sept. 23	Springfield	21
Highway Management Conference, Course A	Oct. 12-15	Monticello	31
Personnel Management Institute	Oct. 23	Springfield	23
Traffic Engineering Seminar	Oct. 20-Nov. 7	Evanston	9
Highway Management Conference, Course B	Nov. 9-12	Monticello	23
Teaching Methods Seminar	Nov. 16-19	Monticello	24
Highway Capacity Workshop	Nov. 17-21	Evanston	8
Highway Management Conference, Course C	Dec. 15-18	Monticello	22

3. RECRUITMENT.—The Recruitment Unit is responsible for visiting midwest colleges and universities to recruit senior civil engineering students, visiting junior colleges and technology institutes to recruit civil engineering and drafting technology graduates, aiding junior colleges in developing curriculum for civil engineering technology programs, and establishing and coordinating cooperative training programs.

Table 3 shows the colleges and universities that were visited during 1969. Forty-eight civil engineering students were hired as a result of these visits. Also shown in Table 3 are those junior colleges and institutes visited that are either offering or developing civil technology programs.

TABLE 3.

Colleges and Universities

- Bradley University
- Illinois Institute of Technology
- Michigan State University
- Michigan Technological University
- Purdue University
- Southern Illinois University
- Tennessee Technological University
- University of Illinois—Champaign
- University of Illinois—Chicago Circle
- University of Iowa
- University of Michigan
- University of Missouri at Rolla
- Wisconsin State University

Junior Colleges

- Chicago City College, S.E. Campus
- Illinois Central College
- Institute of Drafting & Technology
- Institute of Electronic Technology
- Lakeland College
- Parkland College
- Sauk Valley College
- Spoon River College
- Triton College
- Vocational Technical Institute, S.I.U.

4. TECHNICAL PERSONNEL.—Emphasis during 1969 was placed in the areas of salary administration, position classification, and organizational structure of the Division's technical staff. Major projects undertaken during the year included the design and adoption of a technical pay plan that allows financial reward commensurate with individual effort, an extensive manpower study of personnel needed to accomplish the 1970 expanded highway program, and a position classification analysis of existing technical positions.

During the pay period ending December 31, 1969, 1,325 Civil Engineers, 1,542 Engineering Technicians, 430 other professional and 71 Engineering Aides were employed on the Division's technical staff. 1,142 Personnel Code employees and 3,812 employees exempt from Jurisdiction B of the Personnel Code were also employed. Table 4 shows the number of technical employees employed in the Division of Highways from 1957 through 1969 and the number of employees in each of the five major technical groupings the past eight years.

5. EMPLOYEE SAFETY.—The major functions of the Employee Safety Unit are measurement and appraisal of accident problems, accident prevention and loss control programs, and communication of accident prevention information.

The Division's Injury Frequency and Severity Rates during 1969 are shown in Table 5. Injury Frequency Rate is based on total number of lost time injuries, and Injury Severity Rate is based on total days of disability resulting from lost time injuries.

The Division's Vehicle Accident Report showing number of accidents, vehicle miles traveled, and frequency rate during 1969 is shown in Table 6. A motor vehicle accident is any occurrence involving a Division vehicle resulting in death, injury, or property damage unless the Division vehicle is properly parked. The extent of the injuries, property damage, or responsibility are not considered factors.

Costs to the Division resulting from personal injuries and property damage during 1969 are shown in Table 7.

Table 4.

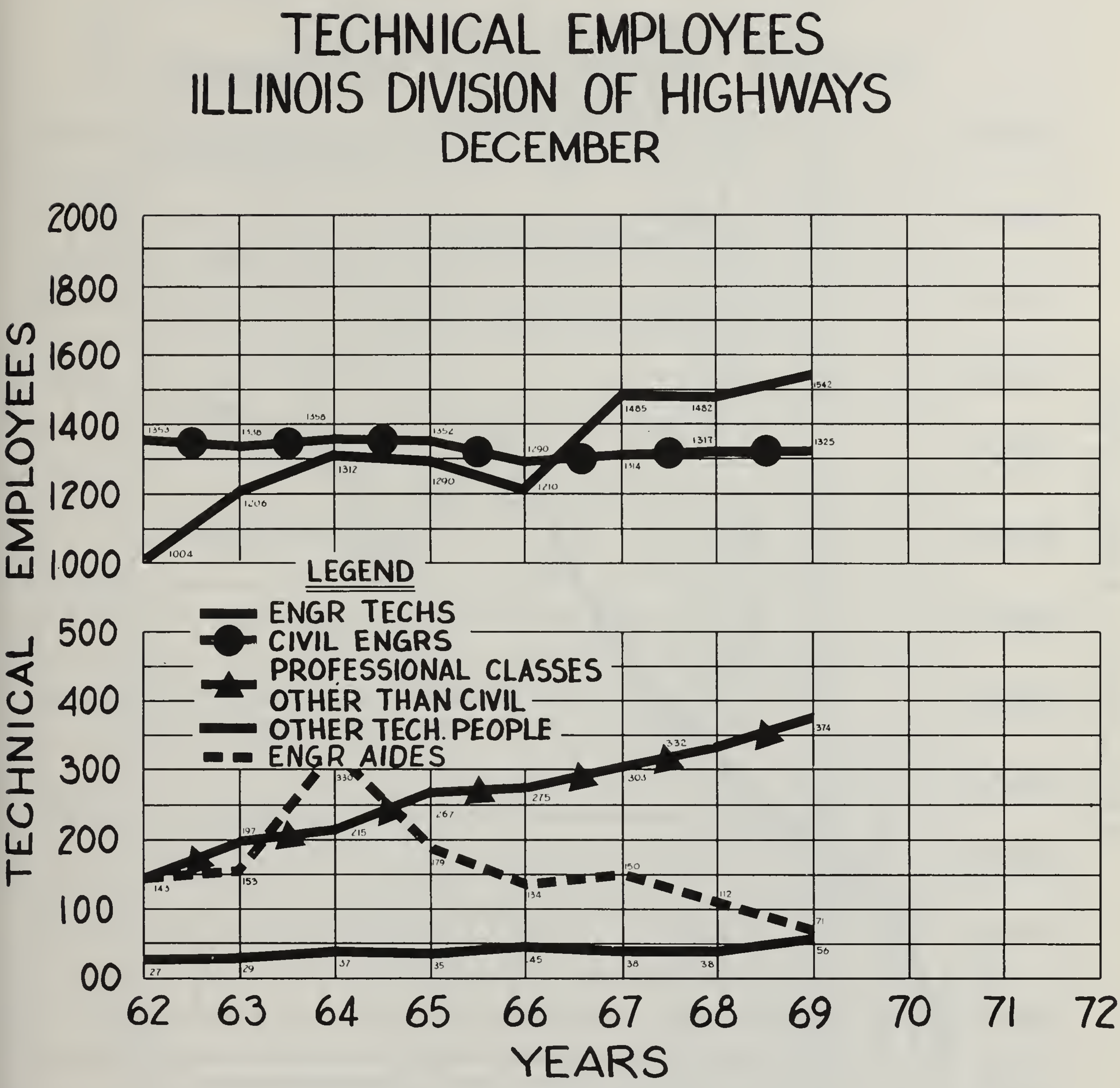
TECHNICAL EMPLOYEES
ILLINOIS DIVISION OF HIGHWAYS
DECEMBER
TECHNICAL EMPLOYEES
2000
1800
1600
1400
1200
1000
500
400
300
200
100
00
LEGEND
ENGR TECHS
CIVIL ENGRS
PROFESSIONAL CLASSES OTHER THAN CIVIL
OTHER TECH. PEOPLE
ENGR AIDES
1353
1338
1358
1352
1290
1314
1317
1325
1004
1206
1312
1290
1210
1485
1482
1542
143
197
215
267
275
303
332
374
153
330
179
134
150
112
71
27
29
37
35
45
38
38
56
62
63
64
65
66
67
68
69
70
71
72
YEARS

Table 4.—Concluded

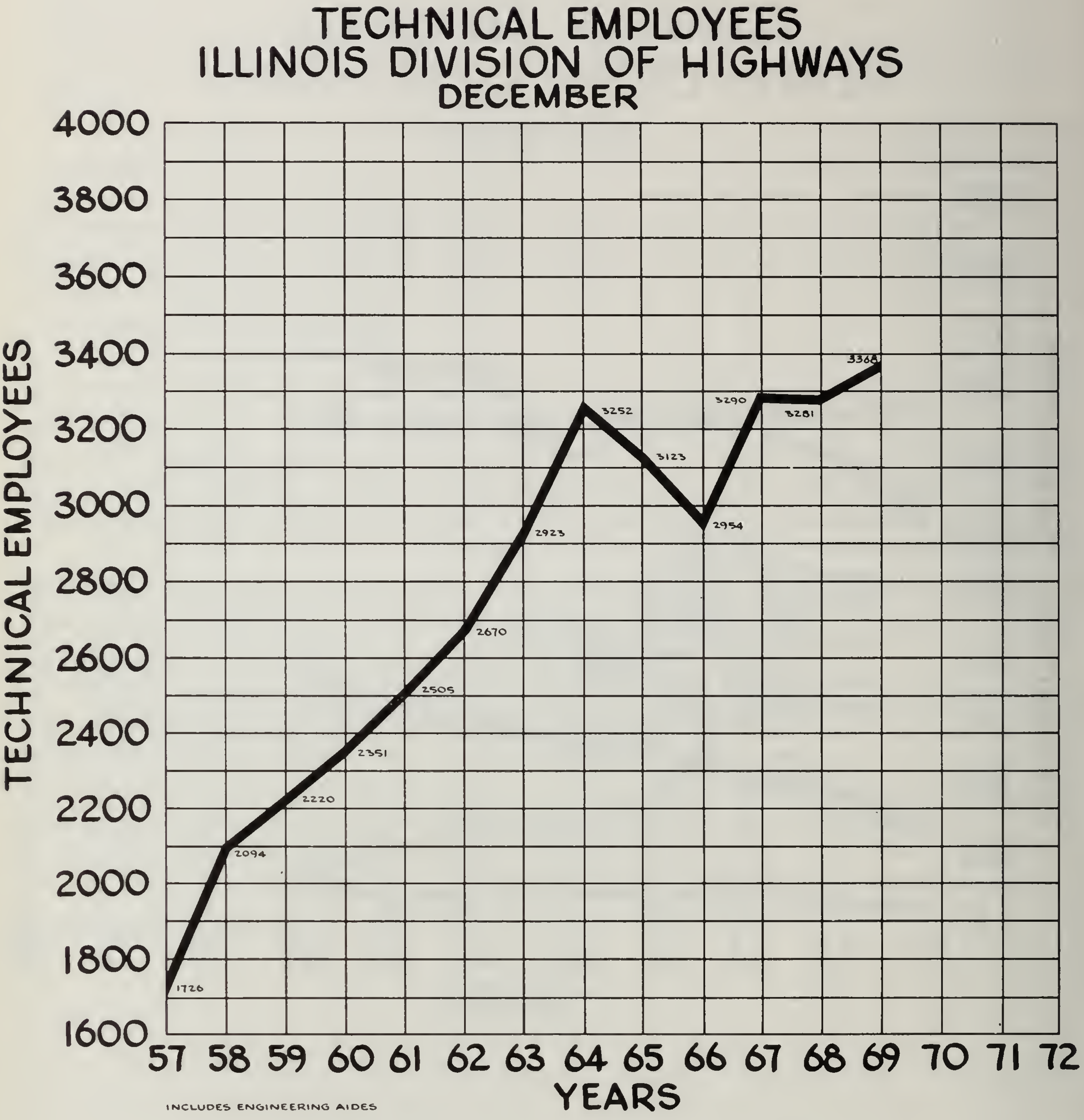

TABLE 5.—PERSONAL INJURY FREQUENCY AND SEVERITY RATES FOR YEAR 1969

Districts	Hours of Exposure	Total Injuries	No. of Disabling Injuries				Time Charges (days of lost time)				1969 Rates		1968 Rates	
			Fatal & P.T.	P.P.	T.T.	Total	Fatal & P.T.	P.P.	T.T.	Total	Fre.	Sev.	Fre.	Sev.
1. Elgin	1,520,851	91	0	0	21	21	0	0	314	314	13.81	206	11.34	10,096
2. Dixon	1,097,311	70	0	1	18	19	0	350	268	618	17.31	563	30.72	10,533
3. Ottawa	1,093,372	69	0	5	19	24	0	2,325	233	2,558	21.95	2,339	22.20	6,060
4. Peoria	1,067,534	116	0	4	20	24	0	1,366	451	1,817	22.48	1,702	22.96	6,771
5. Paris	1,098,577	82	0	2	27	29	0	5,475	1,108	6,583	26.40	5,992	25.78	13,438
6. Springfield	911,324	70	0	1	28	29	0	700	283	983	31.82	1,079	33.42	1,281
7. Effingham	1,000,694	40	1	1	7	9	6,000	220	190	6,410	8.99	6,406	17.41	278
8. East St. Louis	1,554,964	80	0	3	25	28	0	1,720	587	2,307	18.01	1,484	15.97	2,858
9. Carbondale	1,088,343	65	1	5	16	22	6,000	4,240	332	10,572	20.21	9,714	23.04	14,224
10. Chicago	2,705,719	466	1	34	185	220	6,000	10,145	2,306	17,451	81.31	6,819	93.10	23,719
Day Labor	366,062	38	0	0	8	8	0	0	262	262	21.85	7,157	37.21	10,335
Dist. & Day Labor	13,504,751	1,187	3	56	374	433	18,000	26,541	6,334	50,875	32.06	3,767	34.68	10,457
Administration	210,149	24	0	0	8	8	0	0	46	46	38.07	2,189	8.09	2,453
Construction	67,919	2	0	0	0	0	0	0	0	0	.00	0	.00	0
Design	494,572	6	0	0	1	1	0	0	1	1	2.02	202	2.12	359
Executive Office	26,351	1	0	0	0	0	0	0	0	0	.00	0	.00	0
Fiscal Management	296,451	1	0	0	0	0	0	0	0	0	.00	0	14.00	42,018
Lo. Rds. & Streets	135,913	1	0	0	0	0	0	0	0	0	.00	0	.00	0
Maintenance	59,903	3	0	0	1	1	0	0	14	14	16.69	2,303	.00	0
Materials	251,808	4	0	0	1	1	0	0	9	9	3.97	357	3.95	237
Planning	360,744	2	0	0	0	0	0	0	0	0	.00	0	.00	0
Res. & Dev.	78,780	2	0	0	0	0	0	0	0	0	.00	0	12.43	124
Right of Way	65,927	0	0	0	0	0	0	0	0	0	.00	0	.00	0
Traffic	504,344	0	0	0	0	0	0	0	0	0	.00	0	2.29	69
Training & Assignment	29,777	0	0	0	0	0	0	0	0	0	.00	0	.00	0
Total Bureaus	2,582,638	46	0	0	11	11	0	0	70	70	4.26	271	3.62	246
Total 1969	16,087,389	1233	3	56	385	444	18,000	26,541	6,404	50,945	27.60	3,166	....	....
Total 1968	17,571,066	1289	5	77	460	547	60,000	99,625	6,119	167,525	....	....	30.52	9,348
1968 Rates for State Highway Departments Reporting to the National Safety Council													12.21	1,757

Of the 1,149 personal injuries involving District personnel, 862 were assigned to the Bureau of Maintenance, 151 to Traffic, 79 to Construction, 21 to Materials, 17 to Design, 8 to Planning, 7 to District Administrative, 3 to Right of Way and 1 to Local Roads & Streets.

Injury Statistics are compiled according to American Standards Association Methods (Z-16.1)

$$\text{Fre.-Frequency Rate} = \frac{\text{Number of Disabling Injuries x 1,000,000}}{\text{Man-Hours of Exposure}}$$

$$\text{Sev.-Severity Rate} = \frac{\text{Total Time Charges in Days x 1,000,000}}{\text{Man-Hours of Exposure}}$$

TABLE 6.—VEHICLE ACCIDENT REPORT FOR YEAR 1969.

Districts	Cars			Trucks			Total for Cars and Trucks			
	No. of Accidents	Veh. Mi. Traveled	Freq. Rate	No. of Accidents	Veh. Mi. Traveled	Freq. Rate	No. of Accidents	Veh. Mi. Traveled	1969 Freq. Rate	1968 Freq. Rate
1. Elgin	7	1,004,063	6.97	61	4,080,023	14.95	68	5,084,086	13.38	9.13
2. Dixon	2	745,723	2.68	40	3,757,012	10.65	42	4,502,735	9.33	10.82
3. Ottawa	9	978,956	9.19	51	3,672,552	13.87	60	4,651,508	12.90	8.89
4. Peoria	6	805,163	7.45	40	3,297,756	12.13	45	4,102,919	10.98	13.08
5. Paris	11	986,434	11.15	30	4,187,454	7.16	41	5,173,888	7.92	9.53
6. Springfield	3	607,958	4.93	32	3,285,066	9.74	35	3,893,024	8.99	7.70
7. Effingham	1	708,976	1.41	17	3,393,222	5.01	18	4,102,198	4.39	5.51
8. E. St. Louis	4	1,120,548	3.57	48	4,391,772	10.93	52	5,512,320	9.45	10.03
9. Carbondale	3	879,673	3.41	44	4,352,750	10.11	47	5,232,423	8.98	9.53
10. Chicago	17	1,191,546	14.27	245	5,995,225	40.87	262	7,186,771	36.46	25.29
Day Labor	2	244,322	8.19	7	1,303,750	5.37	9	1,548,072	5.81	9.37
Total Districts & Day Labor	65	9,273,362	5.81	615	41,716,582	14.74	680	50,989,944	13.34	11.91
Administration	4	45,676	87.57	1	11,660	85.76	5	57,336	87.20	12.65
Construction	1	146,731	6.82	0	57,904	.00	1	204,635	4.89	.00
Design	0	207,709	.00	0	61,079	.00	0	268,788	.00	8.26
Executive Office	2	63,305	31.59	0		.00	2	63,305	31.59	.00
Fiscal Management	0	75,232	.00	0		.00	0	75,232	.00	.00
Local Rds. & Sts.	1	99,058	10.10	0		.00	1	99,058	10.10	.00
Maintenance	0	202,878	.00	0	6,719	.00	0	209,597	.00	5.81
Materials	0	109,953	.00	0	9,099	.00	0	119,052	.00	9.11
Planning	2	160,655	12.45	0	12,510	.00	2	173,165	11.55	17.16
Res. &Dev.	2	150,104	13.32	0	79,979	.00	2	230,083	8.69	.00
Right of Way	0	94,100	.00	0		.00	0	94,100	.00	.00
Traffic	1	179,838	5.56	0		.00	1	179,838	5.56	13.20
Training & Assignment	0	61,657	.00	0		.00	0	61,657	.00	.00
Total of Central Bureau	13	1,596,896	8.14	1	238,950	4.18	14	1,835,846	7.63	6.11
Total (1969)	78	10,870,258	7.18	616	41,955,532	14.68	694	52,825,790	13.14	.00
Total (1968)	64	11,078,111	5.78	570	43,337,331	13.15	634	54,415,442	.00	11.73

Of the 671 accidents involving District vehicles, 450 were assigned to the Bureau of Maintenance, 124 to Traffic, 52 to Construction, 90 to Design, 17 to Materials, 6 to Local Roads & Streets, 9 to Planning, 124 to Right of Way, and 3 to District Administrative offices.

Reportable Accidents x 1,000,000
Vehicle Miles

Frequency Rate =

TABLE 7.—PROPERTY DAMAGE AND PERSONAL INJURY COSTS FOR YEAR 1969.

Districts	Medical	Comp.	Awards	Total Direct Cost	Indirect Cost	Court of Claims	Mobile Equipment	1969 Total	1968 Total	1967 Total
1. Elgin	$ 3,897	$ 5,189	$ 25,224	$ 34,310	$ 137,240	$ 35,150	$ 16,073	$ 222,773	$ 487,912	$ 309,457
2. Dixon	4,271	5,277	34,242	43,790	175,160	2,274	6,943	228,167	253,664	259,724
3. Ottawa	8,968	10,988	20,386	40,342	161,368	...	18,018	219,728	133,137	245,332
4. Peoria	7,019	13,425	32,139	51,583	210,332	2,415	8,936	274,266	151,593	335,645
5. Paris	12,079	18,216	23,660	53,955	215,820	...	9,472	279,247	218,745	160,986
6. Springfield	5,086	8,290	13,331	26,707	106,828	...	12,754	146,289	172,022	189,648
7. Effingham	2,809	3,807	1,827	8,443	33,772	...	3,355	45,570	29,190	52,523
8. East St. Louis	23,390	16,895	21,102	61,387	245,548	...	9,891	316,826	282,200	185,193
9. Carbondale	14,179	17,378	72,485	104,042	416,168	...	9,013	529,223	376,336	175,139
10. Chicago	94,294	64,634	203,617	362,545	1,450,180	39,669	43,669	1,896,063	1,284,083	1,353,379
Day Labor	3,317	3,004	7,149	13,470	53,880	...	2,600	69,950	209,002	119,259
Dist. & Day Labor	179,309	167,103	455,162	801,574	3,206,296	79,508	140,724	4,228,102	3,597,884	3,386,285
Administration	782	1,538	...	2,320	9,280	...	1,075	12,675	8,620	100
Construction	67	...	...	67	268	...	50	385	...	386
Design	100	18	4,650	4,768	19,072	...	...	23,840	4,890	277
Executive Office	961	...	...	961	3,844	...	180	4,985	...	10,340
Fiscal Management	...	...	15,950	15,950	63,800	...	...	79,750	780	...
Lo. Rds. & Streets	...	...	...	...	...	...	400	400	10	...
Maintenance	93	289	...	382	1,528	...	30	1,940	500	40
Materials	91	283	...	374	1,496	...	...	1,870	1,983	790
Planning	29	...	...	29	116	...	114	259	2,000	418
Res. & Dev.	48	...	...	48	192	...	65	305	255	80
Right of Way	...	...	...	...	...	...	...	...	155	100
Traffic	...	...	...	...	...	...	...	...	2,569	390
Training & Assignment	...	...	...	...	...	...	...	...	...	...
Total Central Bureaus	2,171	2,128	20,600	24,899	99,596	...	1,914	126,409	21,762	12,921
Total 1969	181,480	169,231	475,762	826,473	3,305,892	79,508	142,638	4,354,511	...	...
Total 1968	187,437	185,740	319,525	692,702	2,770,808	55,700	100,436	...	3,619,646	...
Total 1967	150,013	195,550	326,620	672,182	2,688,732	19,020	83,551	...	...	3,463,486

Total Direct Costs—A horizontal summation of amounts shown under Medical, Compensation, and Awards.
Indirect Costs (Estimated)—"Referred to the cost of hiring and traing new employees, to the lost time of employees rather than the person injured, to the overhead cost that goes on while injured persons are absent, to breakage of tools, spoilage of material, interference with or delay in production, loss of good will, and an almost endless sequence of consequences, all of which are unproductive and expensive. The remaining additional and so-called "incidental" cost has been found by research to be FOUR TIMES AS GREAT AS compensation and medical payments."
TOTAL—A horizontal summation of amounts shown under Total Direct, Cost, Indirect Costs, Court of Claims, and Mobile Equipment.
H. W. Heinreich, Industrial Accident Prevention, McGraw-Hill Book Company, Inc. New York, 1941.

IV. FINANCING

1. GENERAL.—The Bureau of Fiscal Management has the responsibility to establish, coordinate, and maintain an integrated plan for the control of all fiscal operations. This includes budgeting, general accounting, appropriation accounting, project accounting, billings, pre-audit, vouchering, internal audits, external audits, local government audits, and data processing analyses, programming and operations.

The organization of the Bureau of Fiscal Management consists of a Budget Section, Accounts and Finance Section, Project Control Section, Auditing Section, and Data Processing Section.

The Bureau of Fiscal Management issues vouchers and keeps records of all financial transactions in highway funds; detailed records are made of maintenance and construction costs on each section of State highway; State highway funds expended by local governments are audited annually, internal and external auditing units perform continuous audits of methods and procedures and financial transactions; budgets are prepared, and statistical reports are issued periodically concerning all phases of highway financing in Illinois.

Following is a list of programs and accomplishments initiated by the Bureau of Fiscal Management in 1969:

a. The Budget Section was staffed and became operational.
b. Completed reorganization of the Data Processing Section.
c. Completed a plan for reorganizing and staffing of the Accounts and Finance Section to be implemented during 1970.
d. Conversion of all Data Processing applications from the 1410 all-tape system to the IBM 360 Model 40 was accomplished during the first half of 1969. About 300 applications were involved.
e. A District computer installation was established at District 1 on a pilot basis during calendar year 1969. From this installation the Division expects to determine whether or not Districts need a stand-alone computing capability.
f. Systems analysis and programming for a fully computerized payroll system was commenced in March. This system will result in submission of a magnetic tape to the State Auditor rather than numerous payroll schedules. The system will be fully operational by July 1, 1970. A valuable adjunct of this system is the Personnel Management data which it will provide.
g. Twenty distinct Fiscal Management and Data Processing Improvement Programs were established in 1969 as goals for accomplishment by the various Sections within the Bureau of Fiscal Management.
h. In October 1969 the Bureau of Fiscal Management hosted the joint Federal Highway Administration and Region IV State Conference (Kentucky, Illinois, Indiana, Michigan and Wisconsin) on Fiscal Management.
i. An Audit program of auditing all construction jobs at the job site was implemented during 1969 construction season.

Summarization of State Highway finance is portrayed in the discussion and tables which follow.

2. RECEIPTS, EXPENDITURES AND BALANCES.—Detailed information concerning financial transactions of State highway funds is given in Table #8. Both revenues and expenditures showed an increase from the corresponding figures for 1968. Gross revenues increased 7.14 per cent and gross expenditures increased .32 per cent. The increase in revenues was due to increases in registration fees, motor fuel taxes, and Federal-aid for highway safety projects, offset by a decrease in Federal-aid to roads. Legislation passed by the 76th General Assembly increased the registration fees and increased the motor fuel tax from 6¢ per gallon to 7½¢ per gallon. The decrease in Federal aid to roads was due to temporary holding back of Federal funds.

The increase in expenditures by counties, municipalities, and townships and road districts was due to an increase in motor fuel taxes and due to legislation passed by the 76th General Assembly which requires motor fuel tax payments to be made as soon as possible after monthly allotment is made. The increase in other state department expenditures was due to an increase in operating costs. The decrease in the Division of Highways' expenditures was due to an decelerated construction program caused by the holding back of Federal funds.

(a) *Receipts.*—During 1969 a total of $711,182,059.73 of State highway revenue was deposited in the State Treasury. Not all of this was available for financing work of the Division of Highways. Of the $291,803,096.65 motor fuel tax collected, refunds to non-highway users, collection costs, allotments to counties, cities, townships, the Grade Crossing Protection Fund and the State Boating Act Fund totaled $175,-107,047.07 leaving $116,696,049.58 available to the Division of Highways. Likewise, included in the $219,179,282.95 received from registration fees, were collection costs, payments to the State highway police and allowance for miscellaneous items leaving $151,758,685.49 available to the Division of Highways. During the first six (6) months of calendar year 1969, $506,815.71 was received as Federal reimbursement for highway safety and deposited in the Highway Safety Fund. As of July 1, 1969, the use of the Highway Safety Fund was discontinued, and reimbursements for highway safety projects for the last six (6) months of calendar year 1969 in the amount of $819,342.59 were deposited in the Road Fund. During the year, $17,856.14 was used from the General Revenue Fund for highway purposes. Table #9 shows total highway receipts amounting to $711,182,059.73, and after the deductions mentioned above, $468,-129,743.55 remained for construction, engineering, and maintenance by the Division of Highways.

The following tabulation shows a comparison of State Highway receipts for 1968 and 1969.

Type of Receipt	1968	1969	Change	
			Amount	Per Cent
Registration Fees	$ 156,963,529.66	$ 219,179,282.95	$ + 62,215,753.29	+ 39.64
Federal Aid to Roads	231,494,313.76	184,168,685.52	- 47,325,628.24	- 20.44
Federal aid for Highway Safety		819,342.59	+ 819,342.59	
Federal Aid for HUD		77,540.00	+ 77,540.00	
Miscellaneous Collections	14,814,915.84	14,609,440.17	- 205,475.67	- 1.39
Motor Fuel Tax Fund	259,986,697.58	291,803,096.65	+ 31,816,399.07	+ 12.27
General Revenue Fund	57,143.86	17,856.14	- 39,287.72	- 68.75
Federal Reimbursement to Highway Safety Fund	440,890.01	506,815.71	+ 65,925.70	+ 14.95
Total Regular Receipts	$ 663,757,490.71	$ 711,182,059.73	$ + 47,424,569.02	+ 7.14

(b) *State Highway Expenditures.*—The amount expended by the Division, $395,976,842.34 in 1969, was less than that of 1968 by $58,727,466.05, or 12.92 per cent, while the total State highway expenditures, including advances to local governments for highway purposes and the amount expended from the Highway Safety Fund and General Revenue Fund, showed an increase of .32 per cent when compared with that of 1968. The tabulation which follows compares the amounts expended in 1969 with those of the previous year.

Expenditures by or for	1968	1969	Change	
			Amount	Per Cent
Division of Highways	$ 454,704,308.39	$ 395,976,842.34	$ - 58,727,466.05	- 12.92
Counties	46,700,445.70	72,609,674.41	+ 25,909,228.71	+ 55.48
Municipalities	67,663,915.82	83,204,598.12	+ 15,540,682.30	+ 22.97
Townships and Road Dists.	19,839,251.83	28,298,440.21	+ 8,459,188.38	+ 42.64
Other State Departments	74,024,262.10	84,280,528.70	+ 10,256,266.60	+ 13.86
Grade Crossing Protection Fund	928,582.75	872,166.10	- 56,416.65	- 6.08
General Revenue Fund	57,143.86	17,856.14	- 39,287.72	- 68.75
Highway Safety Fund	93,892.20	853,813.52	+ 759,921.32	+809.36
Total	$ 664,011,802.65	$ 666,113,919.54	$ + 2,102,116.89	+ .32

Included in the expenditures of road-user revenues shown in (a), above, during the current year $9,874,529.00 was expended by other State Departments from their 75th Biennium appropriations for operating expenses.

Below is a tabulation of the amounts expended by each department.

DEPARTMENT	AMOUNT
Secretary of State	$ 3,229,434.55
Auditor of Public Accounts	556,806.95
Department of Public Safety	172,966.10
Department of Finance	1,444,887.74
Supreme Court	4,338,240.02
Appellate Court	132,193.64
Total	$ 9,874,529.00

These expenditures were originally vouchered by each agency from the General Revenue Fund and later replaced by a $9,874,529.00 fund transfer from the Road Fund.

(c) *Balances.*—The closing balance in all State highway funds at December 31, 1968 was $141,244,155.54 as shown in the 1968 Annual Report. At the end of 1969 a total balance of $186,312,295.73 remained in all highway funds. Of this amount only $102,053,382.96 was available for commitments of the Division of Highways, against which liabilities for contracts in force and reserves for other construction work and commitments amounted to $332,483,578.05. Senate Bill 2114 passed by the 75th General Assembly authorized a temporary loan not to exceed $60,000,000.00 by transfer from the Motor Fuel Tax Fund to the General Revenue Fund, if it became necessary, to permit normal transactions in the General Revenue Fund. $30,000,000.00 of the

Balance in Fun

Add—Receipts-
Registration
Federal Aid t
Refunds from
Miscellaneou
Motor Fuel T
General Fund
Trust Fund a
Trust Fund R
Fines & Pena
Federal Reim
Federal Reim

Total R

Total Revenues

Deduct—Expen

DIVISION OF
Construction
1. Constru
2. Addit
3. Addit
4. Addit
5. Const
6. City
7. Const
8. State-
9. State-
10. Misce
10a. Paym
10b. Paym
10c. Trust
10d. Paym
10e. Bond

Total

Constructio
11. Const
11a. Const

Total

Overhead C
12. Admi
13. Admi
14. Comp
15. Mech
16. State-
16a. Admi
16b. Trans
16c. Traffi

Total

Maintenanc
17. Maint
18. Maint
19. Highw
20. Maint

Total

Policing Co
21. Polici
22. Const

Total

Highway De
23. Princi
24. Intere
24a. Repa

Total

Total Highwa

COUNTIES,
25. Refun
26. Refun
27. Refun
28. Motor
29. Motor
29a. Flood
29b. Adva
29c. Adva

TABLE 8 —RECEIPTS, EXPENDITURES, AND BALANCES - ALL HIGHWAY FUNDS 1969

Account	Totals All Funds	Road Fund						Motor Fuel Tax Fund				Grade Crossing Protection Fund	Highway Safety Fund	General Revenue Fund
		Division of Highways	Other State Departments	Counties	Total	Division of Highways	Other State Departments	Counties	Cities	Townships and Road Districts	Total			
Balance in Funds January 1, 1969	$141,244,155.54	$ 32,682,912 81	$ 1,360 00		$ 32,684,272.81	$ 707,160.52	$ 225.00	$36,892,223.53	$ 44,326,704 17	$22,748,186.36	$104,674,499 58	$ 3,538,385 34	$ 346,997 81	
Add—Receipts—1969														
Registration Fees	$219,179,282.95	$151,758,685 49	$67,420,597 46		$219,179,282.95									
Federal Aid to Roads	184,168,685.52	184,168,685 52			184,168,685 52									
Refunds from Counties for Federal Secondary construction	5,983,043.38	5,983,043 38			5,983,043 38									
Miscellaneous Collections	8,626,396 79	8,626,396.79			8,626,396 79									
Motor Fuel Tax Revenues [1,2]	291,803,096 65	114,232,098.15			114,232,098 15	2,463,951 43	[1] 16,859,931 24	55,570,292 39	77,315,189 41	24,160,996 70	176,370,361 17	[2] 1,200,637 33		
General Fund Highway Revenues	17,856 14													$ 17,856 14
Trust Fund advance from Federal Government														
Trust Fund Reimbursements by State														
Fines & Penalties														
Federal Reimbursement to Highway Safety Projects	1,326,158 30	819,342.59			819,342.59								506,815 71	
Federal Reimbursement for HUD Projects	77,540 00	77,540.00			77,540.00									
Total Receipts—1969	$711,182,059 73	$465,665,791 92	$67,420,597 46		$533,086,389.38	$2,463,951 43	$16,859,931 24	$55,570,292 39	$ 77,315,189 41	$24,160,996 70	$176,370,361 17	$ 1,200,637 33	$ 506,815 71	$ 17,856 14
Total Revenues Available—1969	$852,426,215 27	$498,348,704 73	$67,421,957 46		$565,770,662 19	$3,171,111 95	$16,860,156 24	$92,462,515.92	$121,641,893.58	$46,909,183 06	$281,044,860 75	$ 4,739,022 67	$ 853,813 52	$ 17,856.14
Deduct—Expenditures—1969														
DIVISION OF HIGHWAYS														
Construction of Highways														
1. Construction	$241,319,853 35	$241,319,853 35			$241,319,953 35									
2 Additions & Betterments—SB1 & FA Routes														
3. Additions & Betterments—Erection of Traffic Signals														
4 Additions & Betterments—No-Passing Zones														
5 Construction through Municipalities—Special Appropriations														
6 City Highway & Beltline Construction														
7 Construction of Large Bridges—Special Appropriations														
8 State-Aid Construction														
9 State-Aid Reconstruction														
10. Miscellaneous Construction—Special Appropriations	872,166 10											872,166 10		
10a Payments to Cook County for Expressway Construction	12,058,739 39	12,058,739.39			12,058,739 39									
10b Payments to City of Chicago for Expressway Construction	5,108,382 45	5,108,382 45			5,108,382 45									
10c Trust Fund Reimbursements by State														
10d. Payments to St. Clair County—Access Roads														
10e Bond Service—Cook County Expressway Bonds	17,296,306 65	17,296,306 65			17,296,306 65									
Total Construction	$276,655,447 94	$275,783,281 84			$275,783,281 84							$ 872,166 10		
Construction of Highway Buildings, Including Land														
11. Construction of Buildings & Improvements	$ 977,025.97	$ 977,025 97			$ 977,025.97									
11a Construction of Weighing Stations (including mobile units)														
Total Construction of Buildings	$ 977,025.97	$ 977,025.97			$ 977,025 97									
Overhead Costs														
12 Administration, Engineering, Testing & Equipment [3]	$ 45,860,465.80	[3]$ 45,842,609 66			[3]$ 45,842,609 66									$ 17,856 14
13 Administration Expense—Motor Fuel Tax Law	2,091,963.83					2,091,963 83					2,091,963.83			
14 Compensation for Damages to Private Property														
15 Mechanical, Engineering & Testing Services to Other State Depts														
16 State-Wide Highway Planning Survey	4,034,402 00	4,034,402 00			4,034,402 00									
16a Administering Safety Responsibility Law														
16b Transportation Study of Chicago Metropolitan Area														
16c Traffic Safety Promotion														
Total Overhead	$ 51,986,831 63	$ 49,877,011 66			$ 49,877,011 66	$2,091,963 83					$ 2,091,963 83			$ 17,856 14
Maintenance Costs														
17 Maintenance of State Highways	$ 50,779,949 46	$ 50,779,949 46			$ 50,779,949 46									
18 Maintenance of City Highways and Beltlines														
19 Highway Traffic Control	15,652,251 54	15,652,251 54			15,652,251 54									
20 Maintenance and Operation of Garages														
Total Maintenance	$ 66,432,201 00	$ 66,432,201 00			$ 66,432,201.00									
Policing Costs														
21 Policing of Highways (Traffic Control)														
22 Construction, Maintenance and Operation of Police Radio Stations														
Total Policing														
Highway Debt Service														
23 Principal Payments on State Highway Bonds—$60 & $100M														
24 Interest Payments on State Highway Bonds—$60 & $100M														
24a. Repayment to Federal Government														
Total Debt Service														
Total Highway Expenditures—Division of Highways	$396,051,506.54	$393,069,520 47			$393,069,520 47	$2,091,963 83					$ 2,091,963.83	$ 872,166 10		$ 17,856 14
COUNTIES, TOWNSHIPS AND MUNICIPALITIES. (FUND TRANSFERS & ADVANCES)														
25 Refunds to Counties—State Bond Issue														
26 Refunds to Counties—Sec. 15d of Road & Bridge Laws														
27 Refunds to Municipalities														
28 Motor Fuel Tax Allotments Paid to Counties	72,222,417 75							72,222,417 75			72,222,417 75			
29 Motor Fuel Tax Allotments Paid to Municipalities	80,102,263 40								80,102,263.40		80,102,263 40			
29a Flood Damage Repair Funds Paid to Local Units														
29b Advanced to Counties for Right-of-Way Purchased—Construction	387,256 66	387,256 66			387,256 66									
29c Advanced to Municipalities to Facilitate Construction	3,102,334 72	3,102,334 72			3,102,334 72									
29d Funds Paid to Counties for Construction of Secondary & Feeder Roads														
29e. Motor Fuel Tax Allotments Paid to Counties for Townships & Road Districts	28,298,440 21									28,298,440 21	28,298,440 21			
Total Disbursements to Counties, Townships & Municipalities	$184,112,712.74	$ 3,489,591.38			$ 3,489,591 38			$72 222 417 75	$ 80,102,263 40	$ 28,298,440 21	$180,623,121.36			
OTHER STATE DEPARTMENTS														
30 Operation of State Automobile Department—Secretary of State	$ 17,791,970.38		$ 17,791,970.38		$ 17,791,970 38									
31. Operators' License Department—Secretary of State	11,403,200 44		11,403,200 44		11,403,200 44									
32 Administration of Motor Fuel Tax Law—Department of Revenue	392,574 37						392,574 37				392,574 37			
33 Refunds on Non-taxable Motor Fuel—Department of Revenue	15,459,356 87						15,459,356 87				15,459,356 87			
34 Administration of Compensation for Damages—Department of Finance														
35 Employees' Compensation—Auditor of Public Accounts & Dept of Finance	508,328 43		508,328 43		508,328 43									
36 Treatment Expense of Injured Employees—Department of Finance	212,968 45		212,968 45		212,968.45									
37. Printing & Postage—Department of Finance & Department of Revenue														
38 Policing of Highways—Department of Public Safety	26,393,841.92		26,393,841 92		26,393,841 92									
38a Court of Claims Awards—Auditor of Public Accounts														
38b. Operation of the Illinois State Toll Highway Commission														
38c Architectural Services—Division of Architecture & Engineering														
38d Operation of Safety Responsibility—Department—Secretary of State														
38e Land and Office Building—Cook County—Secretary of State	19,030.70		19,030 70		19,030 70									
38f Administration of Motor Vehicle Law—Secretary of State														
38g Addition to Centennial Building—Springfield—Secretary of State	287,290 75		287,290.75		287,290 75									
38h Transfers to State Boating Act Fund—Available to Dept of Conservation	1,008,000 00						1,008,000 00				1,008,000.00			
38i Commission to Investigate, Study & Formulate a Highway Plan for State	32,387 97		32,387.97		32,387 97									
38j Operation of Motor Vehicle Laws Commission	5,873 63		5,873.63		5,873 63									
38k Operation of General Office—Department of Public Works and Buildings	152,444 30		152,444 30		152,444.30									
38l. Operating Expenses of Various State Agencies—Transferred from Road Fund	[4] 9,874,529 00		[4] 9,874,529 00		[4] 9,874,529 00									
38m Department of Personnel—Field Services	306,522 48		306,522 48		306,522 48									
38n Reimbursements to State Agencies & Local Govts. for Federal Share of Highway Safety Program	1,560,307.56	706,494 04			706,494 04								853,813.52	
38o Reimbursements to State Agencies & Local Govts for Federal Share of Housing & Urban Development	108,864 00	108,864 00			108,864 00									
38p Illinois Highway Toll Authority	44,285.72		44,285 72		44,285 72									
38q Vehicle Division—Department of General Services	387,923 29		387,923 29		387,923.29									
Total Expenditures—Other State Departments	$ 85,949,700 26	$ 815,358 04	$ 67,420,597 46		$ 68,235,955 50		$16,859,931 24				$ 16,859,931 24		$ 853,813 52	
DIVERSIONS														
39 Allotments Paid to City of Chicago for School Purposes														
40. Allotments Paid to State Common School Fund														
41 Principal and Interest on $20,000,000 Relief Bond Issue														
42. Principal and Interest on $30,000,000 Relief Bond Issue														
43 Emergency Relief Paid to Counties														
44 Auditor of Public Accounts—Payment of Judgement Against Kaneland Community School District														
45 Department of Conservation—Development of Lake Taylorville														
Total Diversions														
Grand Total Expenditures	$666,113,919 54	$397,374,469 89	$ 67,420,597 46		$464,795,067 35	$2,091,963 83	$16,859,931 24	$72,222,417 75	$ 80,102 263 40	$ 28,298,440 21	$199,575,016 43	$ 872,166 10	$ 853,813 52	$ 17,856 14
Balance in Funds—December 31, 1969	$186,312,295.73	$100,974,234 84	$ 1,360 00		$100,975,594 84	$1,079,148 12	$ 225 00	$20,240,098 17	$ 41,539,630 18	$ 18,610,742 85	$ 81,469,844 32	$ 3,866,856 57		

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[1] Includes $1,008,000.00 transferred to State Boating Act Fund for use of the Department of Conservation Line 38L shows amount of actual transfer Balance of State Boating Fund is not pertinent to this statement

[2] Includes $637 33 deposit returned to State by Penn Central R R Co. after Audit, refund due to overpayment of Installation of Automatic Protection ICC Case No 52338

[3] Includes $8,414,985 63 consulting Engineering fees charged to Highway Construction appropriation

[4] See text of Division of Highways Annual Report for departmental distribution

TABLE 9.—DETAIL OF HIGHWAY REVENUES FOR CALENDAR YEAR 1969.

ROAD FUND REVENUES:			
Motor license and operators' license fees		$ 219,179,282.95	
Federal Aids and Grants:			
Regular Federal-aid program	$ 16,501,961.20		
Federal Secondary program	9,340,108.93		
Federal Urban program	15,017,227.46		
Federal Interstate program	137,472,542.05		
Federal Forest Highway program	3,567.93		
Area Redevelopment Admin. program	—		
Emergency Relief program	926,961.47		
Highway Planning and Research program—all funds	4,488,947.87		
Highway Beautification program Landscaping	415,604.06		
Highway Beautification program Control of Junkyards	1,670.78		
Highway Beautification program Control of Outdoor Advertising	93.77		
Total Federal aids and grants		$ 184,168,685.52	
Miscellaneous Collections:			
Other State Department refunds	$ 43,458.13		
Traffic Permits	1,554,443.97		
Public Safety refunds	1,581,415.35		
Reimbursement of expenses	3,678,628.72		
Reimbursement from counties for construction advances	985,651.08		
Reimbursement from counties for secondary road construction	5,983,043.38		
Reimbursement from municipalities for construction cost advances	782,799.54		
Federal Reimbursement to Highway Safety	819,342.59		
Federal Reimbursement to HUD	77,540.00		
Total miscellaneous collections		$ 15,506,322.76	
Transfers from Motor Fuel Tax Fund		114,232,098.15	
Total Road Fund revenues			$ 533,086,389.38
MOTOR FUEL TAX REVENUES:			
Motor fuel tax collected	$ 291,801,585.19		
Refunds	1,511.46	$ 291,803,096.65	
Less:			
Transferred to Road Fund	$ 114,232,098.15		
Transferred to Grade Crossing Protection Fund	1,200,637.33		
Transferred to State Boating Act Fund	1,008,000.00	$ 116,440,735.48	
Net Motor Fuel Tax Fund Revenues			$ 175,362,361.17
GRADE CROSSING PROTECTECTION FUND REVENUES:			
Transfers from Motor Fuel Tax Fund			1,200,637.33
STATE BOATING ACT FUND REVENUES:			
Transfers from Motor Fuel Tax Fund			1,008,000.00
HIGHWAY SAFETY FUND:			
Federal Reimbursement			506,815.71
GENERAL REVENUE FUND:			
Feasibility Studies for Proposed Bridges			17,856.14
Total Revenues, All Funds			$ 711,182,059.73

authorized amount was transferred in November 1968 and this amount was repaid during fiscal year 1969. The total available balance in funds at December 31, 1969 was $186,312,295.73. The following tabulation shows the balance in the various accounts at January 1 and at December 31, 1969.

Fund	Balances at		Change
	January 1, 1969	December 31, 1969	
Road Fund	$ 32,684,272.81	$ 100,975,594.84	$ + 68,291,322.03
Motor Fuel Tax Fund:			
Division of Highways	707,160.52	1,079,148.12	+ 371,987.60
Counties	36,892,223.53	20,240,098.17	- 16,652,125.36
Municipalities	44,326,704.17	41,539,630.18	- 2,787,073.99
Townships and Road Districts	22,748,186.36	18,610,742.85	- 4,137,443.51
State Treasurer, Relief Bonds	225.00	225.00	....
Grade Crossing Protection Fund	3,538,385.34	3,866,856.57	+ 328,471.23
Highway Safety Fund	346,997.81	....	- 346,997.81
Totals	$ 141,244,155.54	$ 186,312,295.73	$ + 45,068,140.19

3. SOURCES OF STATE HIGHWAY REVENUE.—The sources of funds for highway purposes in Illinois are (a) vehicle registration fees, (b) motor fuel tax, (c) Federal aids, (d) State general revenue fund appropriations, (e) miscellaneous collections, and (f) Federal reimbursement for Highway Safety Projects, and (g) Federal reimbursement for Housing and Urban Development projects.

The amount received from each of these sources has been shown in accompanying tabulations, but little has been said of their source or collection. These are explained briefly in the discussion which follows:

(a) *Vehicle Registration Fees.*—Fees in this item include State licenses issued for motor vehicles, trailers, drivers and chauffeurs, and for miscellaneous purposes relating to motor vehicles. Registration fees are collected by the Secretary of State and deposited in the Road Fund. Collection expense incurred is payable from the Road Fund.

(b) *Motor Fuel Tax Funds.*—The Department of Revenue is responsible for collecting the tax (6¢ per gallon until August 1, 1969 and 7½¢ per gallon after August 1, 1969) and for depositing the collections in the State Treasury. At the beginning of each month the amount deposited in the State Treasury during the preceding month is cleared for apportionment. Until August 1, 1969 one-twelfth, and after August 1, 1969 two-fifteenths of the gross collections is transferred to the Road Fund, the refunds and administrative costs are paid, transfers to other funds specifically provided by statute are made, and the remaining amount is apportioned to various governmental units as follows: 35 per cent to the Department of Public Works and Buildings; 32 per cent to municipalities; 11 per cent to counties with a population of 1,000,000 or more (Cook County); 12 per cent collectively to other counties; and 10 per cent to Counties for township and road district roads.

The share allotted to the Department of Public Works and Buildings is transferred to the Road Fund and expended from this fund for highway purposes. The allotment to the several counties having less than 1,000,000 inhabitants is allotted each county in proportion to the amount of motor vehicle license fees received from its residents, respectively, during the preceding license year. The share of the motor fuel tax allotted to the municipalities, collectively, is divided among those units in the ratio that their populations bear to the total population of incorporated places in the State. The allotment to the Counties for road districts is in proportion which the total mileage of township or district roads in the respective counties bears to the total mileage of all township and district roads in the State.

(c) *Federal Aids.*—Federal funds for highway purposes are received by the State as reimbursement for work done and monies expended on projects covered by project agreements with the Federal Government. Primary Federal-aid is allotted to the State

TABLE 10.—PERCENTAGE OF THE TOTAL STATE MOTOR VEHICLE LICENSE FEES PAID BY RESIDENTS OF EACH COUNTY IN 1969.

County	Per Cent of Fees Collected	
	In All Counties	In Down-State Counties[1]
Adams	.894	1.515
Alexander	.133	.225
Bond	.206	.349
Boone	.284	.481
Brown	.081	.137
Bureau	.543	.920
Calhoun	.082	.138
Carroll	.251	.426
Cass	.223	.378
Champaign	1.348	2.286
Christian	.506	.856
Clark	.235	.399
Clay	.214	.363
Clinton	.358	.607
Coles	.634	1.075
Cook	41.072	....
Crawford	.291	.492
Cumberland	.123	.209
DeKalb	.712	1.207
DeWitt	.258	.439
Douglas	.258	.438
DuPage	3.607	6.121
Edgar	.310	.525
Edwards	.123	.208
Effingham	.302	.511
Fayette	.292	.496
Ford	.262	.444
Franklin	.398	.675
Fulton	.547	.926
Gallatin	.115	.196
Greene	.222	.377
Grundy	.307	.521
Hamilton	.124	.210
Hancock	.369	.626
Hardin	.067	.114
Henderson	.118	.201
Henry	.685	1.162
Iroquois	.520	.882
Jackson	.459	.809
Jasper	.166	.281
Jefferson	.389	.661
Jersey	.201	.342
Jo Daviess	.216	.367
Johnson	.100	.170
Kane	2.364	4.011
Kankakee	1.049	1.780
Kendall	.269	.457
Knox	.660	1.118
Lake	2.804	4.760
LaSalle	1.344	2.280
Lawrence	.219	.372
Lee	.463	.786
Livingston	.602	1.021
Logan	.408	.692
Macon	1.374	2.330
Macoupin	.572	.971
Madison	2.272	3.857
Marion	.496	.842
Marshall	.202	.343
Mason	.254	.431
Massac	.177	.300
McDonough	.384	.651
McHenry	1.179	2.000
McLean	1.105	1.873
Menard	.155	.263
Mercer	.234	.398
Monroe	.212	.359
Montgomery	.413	.701
Morgan	.466	.791
Moultrie	.186	.316
Ogle	.551	.935
Peoria	1.931	3.276
Perry	.263	.446
Piatt	.232	.394
Pike	.315	.534
Pope	.037	.063
Pulaski	.077	.131
Putman	.080	.135
Randolph	.393	.666
Richland	.260	.442
Rock Island	1.856	3.150
Saline	.323	.548
Sangamon	1.630	2.765
Schuyler	.128	.218
Scott	.162	.275
Shelby	.329	.558
St. Clair	2.274	3.860
Stark	.128	.217
Stephenson	.504	.854
Tazewell	1.341	2.274
Union	.204	.346
Vermilion	1.065	1.810
Wabash	.191	.324
Warren	.282	.478
Washington	.206	.349
Wayne	.291	.493
White	.306	.518
Whiteside	.735	1.246
Will	2.235	3.791
Williamson	.498	.845
Winnebago	2.318	3.934
Woodford	.387	.657
Total	100.000	100.000

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[1] The 12 per cent of motor fuel tax which is allotted down-State counties is allocated to each county on the basis of the State license fees collected in that county in comparison with those collected in all down-State counties during the previous year. The percentages indicate the approximate share of allotments for each down-State county in 1969.

for the improvement of roads included in the Federal-aid primary system; secondary Federal-aid is available for expenditure on projects located on the Federal-aid secondary system; urban Federal-aid is available for expenditure on projects located in urban areas on the Federal-aid primary system or on approved extensions of the Federal-aid secondary system; and interstate Federal aid may be used on projects located on the National System of Interstate and Defense Highways. Projects located on these systems and approved by the Federal Government are financed in equal shares from State and Federal funds, with certain exceptions. Projects using the interstate allotment were changed from 50 per cent Federal participation to 60 per cent Federal participation starting with pro-

TABLE 11.—ANNUAL STATE REVENUE FOR HIGHWAY PURPOSES 1911-1969

	Road Fund											
Year	Motor License and Operators' License Fees	Federal Aid	Miscellaneous	Motor Fuel Tax (1	Total	Bond Funds 60M and 100M Issues	Motor Fuel Tax Fund	Grade Crossing Protection Fund	Trust Fund	Highway Safety Fund	General Revenue Fund Allocations for Highway Purposes	Total
1911-1915	$ 2,542,580.16	...	...	...	$ 2,542,580.16	...	...	...	...	...	$ 290,588.25	$ 2,833,168.41
1916-1920	14,730,506.97	$ 5,724,799.05	$ 60,390.18	...	20,515,696.20	...	...	...	...	...	306,180.14	20,821,876.34
1921-1925	49,064,864.64	16,076,023.50	1,303,933.20	...	66,444,821.34	(2 $ 81,990,912.24	...	...	...	...	...	148,435,733.58
1926-1930	79,986,236.63	16,661,444.12	1,657,817.84	$ 6,407,589.81	104,713,088.40	71,725,400.00	$ 35,791,497.11	...	...	...	877,401.82	213,107,387.33
1931-1935	89,736,118.71	44,768,191.59	1,137,555.26	539,292.75	136,181,158.31	1,983,500.00	152,980,962.43	...	...	...	275,305.86	291,420,926.60
1936-1940	110,439,292.94	59,906,186.58	1,953,750.24	...	172,299,229.76	...	201,533,770.67	...	...	...	...	373,833,000.43
1941	25,852,799.98	5,586,877.20	591,285.65	...	32,030,962.83	...	48,648,263.73	...	...	...	...	80,679,226.56
1942	23,771,384.62	3,970,309.57	527,099.93	...	28,268,794.12	...	44,584,819.98	...	...	...	...	72,853,614.10
1943	24,037,431.29	7,182,876.22	159,735.91	...	31,380,043.42	...	34,015,607.91	...	...	...	221,026.40	65,616,677.73
1944	22,942,106.55	2,717,935.17	(3 140,916.12	...	25,800,957.84	...	35,166,505.80	...	...	...	853,119.84	61,820,583.48
1945	23,396,891.33	1,405,921.39	(4 496,090.29	...	25,298,903.01	...	37,486,710.53	...	...	...	287,265.11	63,072,878.65
1946	27,917,192.83	2,754,479.49	295,731.69	...	30,967,404.01	...	48,711,836.17	...	...	...	13,420,060.59	93,099,300.77
1947	30,492,814.24	6,227,802.26	993,400.15	...	37,714,016.65	...	53,801,933.48	...	...	...	2,187,074.84	93,703,024.97
1948	32,892,386.26	14,827,994.23	2,645,795.30	...	50,366,175.79	...	58,889,358.50	...	...	...	13,189,757.18	122,445,291.47
1949	41,986,130.32	15,526,936.34	2,693,251.72	9,809,067.97	70,015,386.35	...	52,599,525.21	...	...	...	2,817,380.87	125,432,292.43
1950	40,437,007.68	14,553,825.13	1,762,456.26	19,632,478.32	76,385,767.39	...	48,530,845.50	...	$1,347,061.42	...	343,391.77	126,607,066.08
1951	44,607,331.92	18,413,925.26	907,511.57	20,018,519.39	83,947,288.14	...	57,836,644.17	...	2,471,795.73	...	354,071.26	144,609,799.30
1952	52,327,170.57	26,908,982.94	2,546,878.69	27,448,212.23	109,231,244.43	...	69,707,721.74	...	1,343,596.23	...	333,296.04	180,615,858.44
1953	69,647,775.00	25,800,389.22	6,700,031.16	38,636,458.54	140,784,653.92	...	87,314,714.65	...	376,553.62	...	327,836.95	228,803,759.14
1954	71,942,193.55	26,955,333.75	5,014,534.97	38,518,698.60	142,430,760.87	...	92,846,072.45	...	130,718.46	...	287,931.54	235,695,483.32
1955	74,929,696.50	35,140,812.81	6,730,105.38	43,289,613.36	160,090,228.05	...	94,336,154.26	$ 125,000.00	...	...	284,371.77	254,835,754.08
1956	86,103,830.45	32,445,599.00	7,088,621.34	43,701,119.35	169,339,170.14	...	98,837,789.35	300,000.00	...	...	288,821.22	268,765,780.71
1957	89,472,754.46	32,899,818.43	8,221,293.43	45,611,615.12	176,205,481.44	...	100,530,159.38	300,000.00	...	...	155,513.08	277,191,153.90
1958	95,583,744.21	107,089,299.33	7,477,916.44	46,864,864.08	257,015,824.06	...	102,479,709.73	300,000.00	...	...	...	359,795,533.79
1959	94,745,386.67	183,086,159.17	9,451,191.46	48,518,034.89	335,800,772.19	...	107,367,787.08	475,000.00	...	...	...	443,643,559.27
1960	98,704,381.89	186,893,487.35	8,704,826.48	49,608,695.65	343,911,391.37	...	108,656,774.66	600,555.49	...	...	...	453,168,721.52
1961	100,729,647.65	133,343,534.61	9,130,007.87	50,882,962.17	294,086,152.30	...	109,935,185.24	600,200.83	...	...	...	404,621,538.37
1962	110,755,846.75	162,916,652.73	12,223,553.41	52,452,213.22	338,348,266.11	...	114,017,606.59	600,074.76	...	...	...	452,965,947.46
1963	110,081,741.53	163,360,224.89	10,138,266.55	54,162,002.78	337,742,235.75	...	(5 116,844,317.74	600,000.00	...	...	...	455,186,553.49
1964	113,807,987.13	248,027,456.42	11,815,655.94	56,609,269.58	430,260,369.07	...	(5&(6 121,045,528.60	600,000.00	...	...	...	551,905,897.67
1965	132,742,182.43	137,477,854.09	11,327,426.49	60,486,545.03	342,034,008.04	...	(5 128,044,708.34	903,442.21	...	...	...	470,982,158.59
1966	134,140,443.66	151,856,052.04	15,635,944.25	63,519,841.36	365,152,281.31	...	(5 131,591,168.15	1,200,000.00	...	...	...	497,943,449.46
1967	150,495,901.49	172,674,196.59	(7 12,619,036.82	74,860,208.04	410,649,342.94	...	(5 142,108,996.66	1,200,000.00	...	...	...	553,958,339.60
1968	(8 156,963,529.66	231,494,313.76	(7 14,814,915.84	97,367,217.23	500,639,976.49	...	(5&(9 161,419,480.15	1,200,000.00	...	$440,890.01	57,143.86	663,757,490.51
1969	219,179,282.95	(10 185,065,568.11	14,609,440.17	114,232,098.15	533,086,389.38	...	(5 176,370,361.17	1,200,637.33	...	506,815.71	17,856.14	711,182,059.73
Total	$2,647,186,573.62	$2,479,741,262.34	$191,576,368.00	$1,063,176,617.62	$6,381,680,821.58	$155,699,812.24	$2,974,032,517.13	$10,204,910.62	$5,669,725.46	$947,705.72	$37,175,394.53	$9,565,410,887.28

(1 Revenue received prior to 1933 consists of collections from the 1927 Gas Tax legislation, the amounts shown after 1933 are from the 1929 and later motor fuel tax legislation.

(2 Contains $58,458,312.24 from the $60M and $23,532,600.00 from the $100M State highway bond issues. All bond fund receipts after 1924 are from the $100M issue.

(3 Does not agree with figure published in 1944 Annual Report because of auditing adjustments.

(4 Includes $250,000.00 transferred from the State Garage Revolving Fund as a reimbursement of funds advanced in 1943.

(5 Includes $210,000.00 transferred to the State Boating Act Fund in 1963; $504,000.00 in 1964, 1965 and 1966; $798,000.00 in 1967, and $1,008,000.00 in 1968 and 1969 for the use of the Department of Conservation.

(6 Includes $750,000.00 payment of judgments against the Kaneland Community Unit School District by the Auditor of Public Accounts.

(7 Includes $12,500.00 credit in 1967 and $94,550.35 in 1968 for audit adjustment of collections in a prior year.

(8 Includes $100,000.00 for audit adjustment of collections in a prior year.

(9 Includes $2,760,806.67 as a reimbursement of funds advanced to Cook County in 1967.

(10 Includes Federal Reimbursement for Roads, Highway Safety and Housing and Urban Development.

jects financed with funds made available by the Federal-Aid Highway Act of 1954, and further increased from 60% Federal participation to 90% Federal participation starting with projects financed with funds made available by the Federal-Aid Highway Act of 1956. On Federal-aid secondary projects, the State's share is usually partially financed by the county in which the project is located. However, the post-war Federal highway acts provide that 10 per cent of the total allotments for post-war construction may be used for elimination of hazards at railroad crossings, and Federal funds used for this purpose are either 100% grants or are matched by 10% State funds in some instances.

Under the provisions of the Highway Beautification Act of 1965, Federal funds were allocated to the States for the control of outdoor advertising, the control of junkyards (adjacent to highways), and for landscaping and scenic enhancement. The special funds for landscaping and scenic enhancement are available without being matched by the State. These funds can be used for the construction of rest areas, recreation areas, scenic overlooks, landscaping and the acquisition of right of way necessary for the restoration, preservation and enhancement of scenic beauty adjacent to Federal-aid Highways.

As an anti-recession measure, Congress approved an additional apportionment of Federal-aid funds to the various States in 1958 in which the Federal participation was 66 2/3%. These funds, which were identified as "D" funds, could be used on any of the Federal systems without limitation as to amount on any one system and could be claimed only on specific projects which were programmed against these funds. All of these projects had to be completed by December 1, 1959, to be eligible for this type of Federal aid.

In addition to the "D" fund apportionment, provision was made for the States to borrow two-thirds of the required matching funds on "D" projects. The total funds loaned under this provision were deducted in equal amounts from the 1960 and 1961 Federal-aid apportionments.

(d) *General Revenue for Highway Purposes.*—During 1969, $12,856.14 was expended from the General Revenue Fund to study the feasibility of building a bridge near the Brussels Ferry, and $5,000.00 was expended to study the feasibility of building the John T. McNaughton bridge at Pekin.

(e) *Miscellaneous Collections.*—The amount $14,609,440.17 collected from miscellaneous sources is itemized in Table #9. All of these receipts were deposited in the Road Fund.

Public Safety deposits consist of payments by members of the State Highway Police for lost equipment, and fines and penalties assessed by the courts as a result of arrests by the State Highway Police. Reimbursement of expenses includes items such as refunds from railroads for costs of grade separation structures; refunds from other states for testing services; revenue from permits to operate oversize and overweight vehicles on State highways; sale of plans to contractors; and refunds from other individuals and agencies for construction on State highways performed for the benefit of both parties.

(f) *Highway Safety Fund.*—Federal funds for highway safety are received by the State as reimbursement for work done and monies expended by the State and local governments on projects covered by project agreements with the Federal Government. As of July 1, 1969 the use of the Highway Safety Fund was discontinued, and funds for highway safety were deposited in and expended from the Road Fund.

4. STATE AIDS.—(a) *Motor Fuel Tax Funds.*—The State collects the motor fuel tax and apportions a part to the counties, municipalities, and road districts. These funds remain in the State Treasury, but are credited to the account of each unit of government as they accrue. When a highway or street project is approved by the Divi-

Accounts	ust Fund	Grade Crossing Protection Fund	Highway Safety Fund
DIVISION OF HIGHWAYS:			
Construction of Highways:			
1. Construction	$4,669,725.46		
2. Additions and betterments—SBI and FA routes			
3. Additions and betterments—Erection of traffic s			
4. Additions and betterments—No passing zones			
5. Construction through municipalities—Special ap			
6. City highway and beltline construction			
7. Construction of large bridges—Special appropri			
8. State-aid construction			
9. State-aid reconstruction			
10. Miscellaneous construction—Special appropriat		6,338,054.05	
10a. Payments to Cook County for expressway constr			
10b. Payments to City of Chicago for expressway con			
10c. Trust Fund reimbursement by State			
10d. Payments to St. Clair County—Access Roads			
10e. Bond service—Cook County expressway bonds			
Total construction	$4,669,725.46	$6,338,054.05	
Construction of Highway Buildings, including Land:			
11. Construction of buildings and improvements			
11a. Construction of weighing stations (including mo			

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TABLE 12.—SUMMARY OF EXPENDITURES BY FUNDS FOR THE CALENDAR YEARS 1913 - 1969 (EXCLUSIVE OF STATE GARAGE REVOLVING FUND)

Accounts	Total	Road Fund	State Bond Road Fund	General Revenue Fund	Motor Fuel Tax Fund	Trust Fund	Grade Crossing Protection Fund	Highway Safety Fund
DIVISION OF HIGHWAYS:								
Construction of Highways:								
1. Construction	$3,644,949,032.62	$3,248,088,521.69	$142,887,084.16	$ 562,255.90	$ 248,741,445.41	$4,669,725.46		
2. Additions and betterments—SBI and FA routes	21,112,043.32	20,520,077.99	353,012.70		238,952.63			
3. Additions and betterments—Erection of traffic signals	318,692.25	318,692.25						
4. Additions and betterments—No passing zones	62,360.68	62,360.68						
5. Construction through municipalities—Special appropriations	1,170,422.62	1,170,422.62						
6. City highway and beltline construction	19,669,987.79	8,317,624.90			11,352,362.89			
7. Construction of large bridges—Special appropriations	1,388,401.26	663,714.45		724,686.81				
8. State-aid construction	4,177,469.42	4,177,469.42						
9. State-aid reconstruction	1,738,721.69	1,738,721.69						
10. Miscellaneous construction—Special appropriations	8,427,388.52	785,991.43		1,303,343.04			6,338,054.05	
10a. Payments to Cook County for expressway construction	136,197,156.51	136,197,156.51						
10b. Payments to City of Chicago for expressway construction	179,513,099.43	179,513,099.43						
10c. Trust Fund reimbursement by State	586,173.10	586,173.10						
10d. Payments to St. Clair County—Access Roads	119,033.07	119,033.07						
10e. Bond service—Cook County expressway bonds	220,127,912.37	220,127,912.37						
Total construction	$4,239,557,894.65	$3,822,386,971.60	$143,240,096.86	$ 2,590,285.75	$ 260,332,760.93	$4,669,725.46	$6,338,054.05	
Construction of Highway Buildings, including Land:								
11. Construction of buildings and improvements	$ 41,168,278.50	$ 41,168,278.50						
11a. Construction of weighing stations (including mobile units)	1,621,726.66	1,621,726.66						
Total construction of buildings	$ 42,790,005.16	$ 42,790,005.16						
Overhead Costs:								
12. Administration, engineering, testing and equipment	$ 515,543,600.96	$ 503,320,622.64	$ 11,208,711.74	$ 1,014,266.58				
13. Administration expense—Motor Fuel Tax Law	31,801,559.14				$ 31,801,599.14			
14. Compensation for damages to private property	8,483.75	8,483.75						
15. Mechanical, engineering, & testing services to other State depts.	18,294.14			18,294.14				
16. State-wide highway planning survey	42,681,022.47	42,681,022.47						
16a. Administering safety responsibility law	7,633,526.68	4,545,693.82		3,087,832.86				
16b. Transportation study of Chicago metropolitan area	2,505,049.98	2,505,049.98						
16c. Traffic Safety Promotion	302,504.69	302,504.69						
Total overhead	$ 600,494,041.81	$ 553,363,377.35	$ 11,208,711.74	$ 4,120,393.58	$ 31,801,599.14			
Maintenance Costs:								
17. Maintenance of State Highways	$ 783,792,061.81	$ 783,777,742.12		$ 14,319.69				
18. Maintenance of city highways and beltlines	18,630,503.39	11,195,734.51			$ 7,434,768.88			
19. Highway traffic control and safety	124,377,721.12	124,377,721.12						
20. Maintenance and operation of garages	4,283,048.90	3,109,199.15			1,173,849.75			
Total maintenance	$ 931,083,335.22	$ 922,460,396.90		$ 14,319.69	$ 8,608,618.63			
Policing Costs:								
21. Policing of highways	$ 14,089,773.28	$ 14,089,773.28						
22. Construction, maintenance and operation of police radio stations	1,183,980.79	1,183,980.79						
Total policing	$ 15,273,754.07	$ 15,273,754.07						
Highway Debt Service:								
23. Principal payments on State highway bonds—$60M & $100M	$ 160,000,000.00	$ 160,000,000.00						
24. Interest payments on State highway bonds—$60M & 100M	129,582,020.00	129,582,020.00						
24a. Repayment to Federal Government	1,000,000.00					$1,000,000.00		
Total debt service	$ 290,582,020.00	$ 289,582,020.00				$1,000,000.00		
Total expenditures—Division of Highways	$6,119,781,050.91	$5,645,856,525.08	$154,448,808.60	$ 6,724,999.02	$ 300,742,938.70	$5,669,725.46	$6,338,054.05	
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)								
25. Refunds to counties—State Bond Issue	$ 16,106,858.76	$ 14,855,855.12	$ 1,251,003.64					
26. Refunds to counties—Sec. 15d of Road and Bridge Laws	24,673,808.17	24,673,808.17						
27. Refunds to municipalities	760,508.93	716,730.49		43,778.44				
28 Motor fuel tax allotments paid to counties	848,873,942.89	3,374,795.01			$ 845,499,147.88			
29. Motor fuel tax allotments paid to municipalities	1,032,228,897.51				1,032,228,897.51			
29a. Flood damage repair funds paid to local units	789,973.50			789,973.50				
29b. Advanced to counties for right of way purchases and construction	9,896,827.94	9,526,732.18			370,095.76			
29c. Advanced to municipalities to facilitate construction work	37,177,715.36	36,669,274 66			508,440.70			
29d. Funds paid to counties for construction of secondary and feeder roads	29,616,643.57			29,616,643.57				
29e. Motor Fuel tax allotments paid to counties for townships & road districts	255,333,056.85				255,333,056.85			
Total disbursements to counties, townships & municipalities	$2,255,458,233.48	$ 89,817,195.63	$ 1,251,003.64	$30,450,395.51	$2,133,939,638.70			
OTHER STATE DEPARTMENTS:								
30. Operation of State Automobile Department—Secretary of State	$ 152,979,123.86	$ 152,979,123.86						
31. Operator's License Department—Secretary of State	96,112,767.59	96,112,767.59						
32. Administration of Motor Fuel Tax Law—Dept. of Revenue	10,526,207.41				$ 10,526,207.41			
33. Refunds on nontaxable motor fuel—Dept. of Revenue	349,710,552.19	183,551.18			349,527,001.01			
34. Administration of compensation for damages—Dept. of Finance	667.00	667.00						
35. Employees' compensation—Auditor of Public Accounts	4,177,333.60	4,177,333.60						
36. Treatment expense of injured employees—Dept. of Finance	2,479,962.42	2,479,962.42						
37. Highway printing & postage—Dept. of Finance & Dept. of Revenue	1,090,438.22	977,025.48			113,412.74			
38. Policing of highways—Dept. of Public Safety	233,300,294.18	233,300,294.18						
38a. Court of Claims—Auditor of Public Accounts	799,358.55	799,358.55						
38b Operation of the Illinois State Toll Highway Commission	635,059.23	635,059.23						
38c. Architectural Services—Division of Architecture and Engineering	2,400,317.66	2,400,317.66						
38d. Operation of Safety Responsibility Department—Secretary of State	2,280,299.47	2,280,299.47						
38e. Land and Office Building—Cook County—Secretary of State	4,527,297.35	4,527,297.35						
38f. Administration of Motor Vehicle Law—Secretary of State	379,461.18	379,461.18						
38g Addition to Centennial Bldg.—Springfield—Secretary of State	7,009,468.31	7,009,468.31						
38h. Transfer to State Boating Act Fund—Available to Dept. of Conservation	4,536,000.00				4,536,000.00			
38i. Commission to Investigate, Study, & Formulate a Highway Plan for State	155,341.58	155,341.58						
38j Operation of Motor Vehicle Laws Commission	44,883.93	44,883.93						
38k. Operation of General Office—Dept. of Public Works and Buildings	647,068.65	647,068.65						
38l. Operating expenses of various State agencies transferred from Road Fund	33,799,151.68	33,799,151.68						
38m. Department of Personnel—Field Services	645,608.00	645,608.00						
38n. Reimbursement to State Agencies & Local Governments for Federal Share of Highway Safety Fund	1,654,199.76	706,494.04						$947,705.72
38o. Reimbursement to State Agencies & Local Governments for Federal Share of Housing & Urban Development	108,864.00	108,864.00						
38p. Illinois Highway Toll Authority	44,285.72	44,285.72						
38q. Department of General Services—Vehicle Division	387,923.29	387,923.29						
Total expenditures—other State departments	$ 910,431,934.83	$ 544,781,607.95			$ 364,702,621.16			$947,705.72
DIVERSIONS:								
39. Allotments paid to City of Chicago for school purposes	$ 15,644,228.60				$ 15,644,228.60			
40. Allotments paid to State Common School Fund	6,654,256.46				6,654,256.46			
41 Principal and interest on $20,000,000 Relief Bond Issue	26,217,795.00				26,217,795.00			
42. Principal and interest on $30,000,000 Relief Bond Issue	40,764,831.00				40,764,831.00			
43. Emergency relief paid to counties	3,146,363.19				3,146,363.19			
44. Auditor of Public Accounts payments of Judgement against Kaneland Community Unit School District	750,000.00				750,000.00			
45. Dept. of Conservation—Development of Lake Taylorville	249,898.08	249,898.08						
Total diversions	$ 93,427,372.33	$ 249,898.08			$ 93,177,474.25			
Grand total expenditures	$9,379,098,591.55	$6,280,705,226.74	$155,699,812.24	$37,175,394.53	$2,892,562,672.81	$5,669,725.46	$6,338,054.05	$947,705.72

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[1] Includes $250,000.00 transferred from the Road Fund to the Garage Revolving Fund for the purchase of garage equipment.

sion of Highways the amount needed, or so much as is available in the respective account of the unit of government involved, is disbursed from that unit's funds. However, House Bill 442 signed into law on July 8, 1969 requires motor fuel tax payments to be made as soon as possible after monthly allotment to counties, road districts, and municipalities. As soon as approvals are made on work now in progress, disbursements will be made currently for the total amount of the allotment.

(b) *Other State Aids.*—Occasionally when State highway construction is financed jointly between local governments and the State, the State pays for construction or right-of-way needed and is reimbursed by the county or city involved. The amounts advanced by the State and repaid by counties and cities are given in the following tabulation.

Item	Counties	Cities	Total
Unpaid balances, January 1, 1969	$ 453,721.72	$2,865,192.85	$3,318,914.57
Expenditures during 1969 for construction and right-of-way to be repaid by counties and cities	919,186.02	1,019,941.41	1,939,127.43
	1,372,907.74	3,885,134.26	5,258,042.00
Repayments during 1969	985,651.08	782,799.54	1,768,450.62
Unpaid balances, December 31, 1969	$ 387,256.66	$3,102,334.72	$3,489,591.38

5. BOND ISSUES.—Several bond issues are redeemed from motor-user taxes.

(a) *State Highway Bonds.*—The $60,000,000 highway bond issue (enacted on June 22, 1917 and approved by referendum vote of the people on November 4, 1918) and the $100,000,000 highway bond issue (enacted on June 29, 1923 and approved by referendum vote of the people on November 4, 1924) were retired from Road Fund revenues. Sales of these bonds occurred in the period 1921 to 1932.

The last of the $60,000,000 highway bond issue was retired in 1953. The last of the $100,000,000 highway bond issue matured in 1959, and the final principal payment of $25,000 was made in 1967. A balance of $1,360 representing interest remains in the fund.

(b) *The Relief Bonds.*—An issue of $20,000,000 authorized in 1932 and another for $30,000,000 authorized in 1934 were retired from allotments of motor fuel tax to counties and municipalities. The last of the $20,000,000 relief bond issue was retired in 1950 and the final payment on the $30,000,000 relief bond issue was made in 1955.

(c) *Expressway Bond Issue.*—Legislation in 1955 authorized counties having a population of 500,000 or more (Cook County) to issue bonds without a referendum vote of the people in the amount of $245,000,000 for the construction of expressways. The redemption of the bonds was provided for either by a Cook County property tax levy or by State appropriations. The law also provided for establishing an Expressway Bond and Interest Sinking Fund account for deposit of funds made available for retirement of bonds and interest.

The following is a tabulation of the bonds issued by Cook County authorized by this legislation.

Series	Amount	Date of Issue	Interest Rate
A	$ 40,000,000	Oct. 1, 1955	2⅝
B	10,000,000	Oct. 1, 1957	3⅞
C	25,000,000	June 1, 1958	2¾
D	25,000,000	Dec. 1, 1958	3⅜
E	25,000,000	Nov. 1, 1959	4
F	25,000,000	May 1, 1960	3½
G	25,000,000	Dec. 1, 1960	3¼
H	25,000,000	Oct. 1, 1961	3½
I	25,000,000	May 1, 1962	2⅞
J	20,000,000	Dec. 1, 1963	3
Total	$ 245,000,000		

Since the purpose of the expressway bond issue is to construct State highways in Cook County, the State has paid $220,127,912.37 into the various Cook County Expressway Bond and Interest Sinking Fund accounts since 1956 for the service of this bond issue. In 1969 the State made payments totaling $17,296,306.65 to Cook County for service on expressway bonds which together with earnings of the sinking fund will finance the following payments of principal and interest.

Bond Series	Principal		Interest	
	Amount	Due	Amount	Due
A	$ 2,000,000	10-1-69	$ 157,500.00 157,500.00	4-1-70 10-1-70
B	500,000	10-1-69	87,187.50 87,187.50	4-1-69 10-1-69
C	1,500,000	10-1-69	103,125.00 82,500.00	10-1-69 4-1-70
E	1,250,000	12-1-69	50,000.00	12-1-69
F	1,250,000 1,250,000	5-1-69 5-1-70	87,500.00 43,750.00	5-1-69 11-1-69
G	2,000,000	12-1-69	227,500.00 227,500.00	6-1-69 12-1-69
H	1,500,000 500,000	10-1-69 10-1-70	280,000.00 245,000.00	10-1-69 4-1-70
I	2,000,000	5-1-70	230,000.00 230,000.00	11-1-69 5-1-70
J	2,000,000	12-1-69	150,000.00 120,000.00	12-1-69 6-1-70
Total	$15,750,000		$ 2,566,250.00	

Total Principal and Interest........$18,316,250.00

The following tabulation shows the levy schedule and the amount of principal and interest due annually on the $245,000,000 Cook County Expressway Bond Issue.

Levy Schedule		Year	Payment Schedule		
Principal	Interest		Principal Due Each Year	Interest Due Each Year	Total Bond Service Each Year
$ 2,000,000	$ 2,047,500.00	1955	....	....	....
2,000,000	945,000.00	1956	$ 2,000,000	$ 1,050,000.00	$ 3,050,000.00
2,500,000	1,280,000.00	1957	2,000,000	997,500.00	2,997,500.00
8,250,000	3,664,479.17	1958	2,500,000	1,332,500.00	3,832,500.00
10,750,000	3,991,783.33	1959	7,000,000	3,021,041.67	10,021,041.67
14,250,000	5,178,450.00	1960	9,500,000	3,663,958.33	13,163,958.33
14,500,000	5,604,700.00	1961	13,000,000	5,350,625.00	18,350,625.00
16,000,000	6,109,700.00	1962	14,000,000	5,356,875.00	19,356,875.00
16,500,000	5,772,825.00	1963	15,000,000	5,954,375.00	20,954,375.00
16,500,000	4,931,575.00	1964	16,500,000	5,700,000.00	22,200,000.00
17,500,000	4,390,325.00	1965	16,500,000	5,158,750.00	21,658,750.00
19,500,000	3,799,075.00	1966	17,500,000	4,617,500.00	22,117,500.00
18,250,000	3,161,575.00	1967	18,500,000	4,043,750.00	22,543,750.00
15,750,000	2,566,250.00	1968	19,500,000	3,420,625.00	22,920,625.00
13,250,000	2,063,125.00	1969	17,000,000	2,783,125.00	19,783,125.00
12,000,000	1,653,750.00	1970	14,500,000	2,230,000.00	16,730,000.00
12,000,000	1,288,125.00	1971	12,000,000	1,820,625.00	13,820,625.00
12,000,000	922,500.00	1972	12,000,000	1,455,000.00	13,455,000.00
8,500,000	607,500.00	1973	12,000,000	1,089,375.00	13,089,375.00
8,500,000	343,125.00	1974	8,500,000	723,750.00	9,223,750.00
4,000,000	131,250.00	1975	8,500,000	459,375.00	8,959,375.00
500,000	19,375.00	1976	4,500,000	195,000.00	4,695,000.00
		1977	2,500,000	48,125.00	2,548,125.00
$ 245,000,000	$ 60,471,987.50		$ 245,000,000	$ 60,471,875.00	$ 305,471,875.00

The amounts retired and the amounts outstanding in the five bond issues are summarized below:

Bond Issue	Amount Issued	Amount Retired to 12-31-68	Amount Retired During 1969	Bonds Outstanding at 12-31-69
Highways	$ 60,000,000	$ 60,000,000	$	$ ....
Highways	100,000,000	100,000,000	....	....
Highways Total	$ 160,000,000	$ 160,000,000	....	....
Emergency Relief	$ 20,000,000	$ 20,000,000	$	$ ....
Emergency Relief	30,000,000	30,000,000	....	....
Total Relief	$ 50,000,000	$ 50,000,000	$	$ ....
Cook County Expressways	$ 245,000,000	$ 153,500,000	$ 17,000,000	$ 74,500,000

V. ADMINISTRATION

1. GENERAL.—The Bureau of Administration is responsible for consolidating, operating, and managing the various business functions required in the overall operation of the Division. The organization is divided into three integrated major operating areas to provide better control and uniformity between the central bureaus, districts, and outside agencies.

These general areas consist of; Claims and Legal, Business Services, and Building Management.

2. CLAIMS AND LEGAL.—The Claims and Legal Section provides legal assistance to all bureaus and district offices of the Division. Legal work consists of providing opinions and recommendations on various aspects of contracts, contract special provisions, insurance, drainage, third party damage claims, and many other categories which are referred to the Bureau of Administration by the Director, the Chief Highway Engineer, bureau chiefs, and district engineers.

In addition, the office processes mandamus and injunction cases filed against the Director, acting as liaison with the Attorney General's office. On behalf of the Director, the office also performs all necessary administrative work in connection with the filing of liens and claims against contractors' bonds.

In cooperation with the Attorney General this office assists in the preparation of the Division's prosecution or defense in cases before the Industrial Commission, Court of Claims, and the civil courts.

The Claims and Legal Section oversees and directs the district offices' handling of claims for damage to the Division's property, workmen's compensation claims and subrogation claims. While the district offices have the primary responsibility in obtaining collections, the Claims and Legal Section supervises the district office activities and provides authority to compromise cases. Cases which are complex or for large amount are closely supervised or handled direct with attorneys and insurance companies.

There were 1,233 Workmen's Compensation cases processed in 1969 with paid expenses totaling $826,473.00. Of this amount, medical bills totaled $181,480.00, temporary total disability of $169,231.00, and Industrial Commission awards of $475,762.00. 138 cases were adjudicated by the Industrial Commission. Property losses to the Division for the year totaled $1,128,783.00.

Collections in this same period for property damage, Workmen's Compensation subrogation, and miscellaneous totaled $757,930.00 which was returned to the Road Fund.

The division had 96 cases in litigation before the Court of Claims in 1969. Of that number, only 17 were adjudicated during the year. Awards totaled $152,893.36.

3. BUSINESS SERVICES.—(a) *Purchasing and Inventory.*—This area of operation within the Division made improvements by the end of 1969 due to the implementation of the Meiscon Study, a consultant's survey and recommendations for the improvement and modernization of the purchasing procedures used throughout the Division.

Purchasing is sub-divided into specialized fields; *Commodities.*—which includes the acquisition of bituminous materials, aggregates, hardware, paint - the list contains some 1,200 different items; *Equipment.*—which includes the purchasing of cars, trucks, survey equipment, furniture - items which have a large enough value to be inventoried, and are not consumed in use, as are commodities; *Printing & Office Supplies.*—which encompasses the purchase of paper for general use, all supplies needed by the Division printing shops, and all standard office supplies needed for the routine business operations of the Division.

Total expenditures by the purchasing and inventory unit in the above fields during 1969 were $52,627,915.03. All purchasing is handled according to the Department of General Services procedures and policies which are in compliance with the State Purchasing Act.

Steps are being taken to purchase items on a once-a-year basis, thereby taking advantage of quantity discounts; review of specifications; and uniformity in purchased items.

Inventory of equipment items is maintained on a daily basis, and is controlled by dollar amount, and by location. The establishment of a commodity inventory system is programmed for 1970, which will supplement and support the Division's modernized purchasing techniques.

(b) *Duplicating.*—As a part of lettings on construction projects, final construction plans are reduced in size and reproduced by offset presses, with sets furnished as ordered by contractors or material producers. During 1969, this involved approximately 5,500,000 sheets of paper for some 1,120 construction projects.

Also reproduced in the duplicating area are: plans for the Bureau of Public Roads, construction estimates, county and city maps, photos of aerial surveys, office forms, manuals, specifications, and service bulletins which advertise highway improvement projects that are to be placed under contract.

Sale of maps and bulletins equaled $11,710.00 which was deposited in the Road Fund.

(c) *Special Assignments.*—This area of Business Services deals mainly with consolidation of functions which are unique in nature, and could not be well managed or controlled on a uniform basis throughout the Division without centralization.

Capital Improvements is one function which falls into this category. It consists of planning and financing the various land purchases, building improvements, and additions necessary to the 245 buildings now on the Division's inventory. Close cooperation is maintained between the State Supervising Architect, contractors, and this office. Modernization of the existing buildings, expansion and improvement of sign shops, and space utiliaztion studies were highlights of the 1969 program. Property acquisitions for capital improvements totaled $293,830.00 during the year.

In Records Management steps were taken to improve the existing filing systems. Many files which were stored were reviewed, and according to State disposition schedules, were microfilmed, placed in the State Records Center, or destroyed. Plans are being made to centralize all Division microfilming units and make uniform the record keeping of all districts and central bureaus.

The Special Studies group makes timely reviews of business problems and formulates general overall policies which are used as management guidelines. Examples of this function would be: the review of vehicle utilization throughout the Division; the feasibility of a centralized quick copy center; and assisting in compiling data for capital improvements for space utilization studies.

Another function of this group is to maintain the accounting for all expenditures of the Bureau of Administration and the Executive Administration Office. It also maintains and updates, through use of a MT/SC and MT/ST, employee rosters, telephone directories etc., designs most of the Division's forms and is responsible for editing and publishing this Annual Report.

(d) *The Payroll Unit* receives, processes, and coordinates all payroll vouchers for the Division. It also receives, checks, and distributes payroll warrants for the entire Division. Plans call for computerizing the payroll operation during 1970. This will result in fewer people being required to perform this function.

4. BUILDING MANAGEMENT.—The management of the Central Administration Building, located at 2300 South 31st Street in Springfield, is under the direction of the Bureau of Administration. The building contains office space for the Director of Public Works and Buildings, the Chief Highway Engineer, their respective Springfield staffs, and eleven of the twelve central bureaus into which the Division of Highways is organized.

The 278,680 square foot building covers 2.25 acres of the 86 acre site with 12 acres as parking area. The management of this site is divided into the areas of mechanical operation, maintenance, janitorial, security, ground care, and first aid.

VI. RIGHT OF WAY

1. GENERAL.—The Bureau of Right of Way, under the direction of the Engineer of Right of Way, has the responsibility of supervision of all expenditures of State Funds for right-of-way required for the expansion or improvement of the State highway system. It is also responsible for the implementation of the statewide right-of-way acquisition program to the end that right-of-way is acquired in the most orderly, efficient, and economical manner possible consonant with State needs. This responsibility is discharged by (1) formulating policy and procedure; (2) providing advice and assistance to the district engineers in each of the ten highway districts in matters relative to the acquisition of right-of-way by purchase or through eminent domain proceedings; (3) processing right of way matters for Departmental and Federal approval; (4) approving and processing payments for acquired right-of-way and incidental expenditures in connection therewith; (5) reviewing and evaluating district activity and performance; (6) recommending needed legislation to achieve Departmental objectives; and (7) providing training programs for Right of Way personnel.

Right-of-Way acquisition, per se, is a field function, performed by district right of way personnel, under the direct supervision of the respective District Engineers. Each district includes a District Bureau of Right of Way, headed by a District Right of Way Engineer, charged with the immediate responsibility of obtaining all lands, or interests therein, required to carry out the highway construction program. Property management is a corollary function and is concerned with the rental or lease of acquired improvements or lands during the interim period between acquisition and construction of the highway improvement and, ultimately, the final sale or other disposition of such acquired improvements to clear the right-of-way for construction.

Relocation assistance is provided by the various district offices to persons or businesses displaced by reason of highway construction as another corollary function incident to right-of-way acquisition. Referral advisory assistance is provided in obtaining suitable replacement housing or facilities and monetary aid is given in the form of relocation payments under enabling legislation effective August 5, 1969.

2. RIGHT-OF-WAY EXPENDITURES IN 1969.—The continuing improvement and expansion of the State highway system each year requires the acquisition of thousands of parcels of land for right-of-way purposes. An examination of the tabulations which follow discloses that a total of $24,389,864.95 was expended for the purchase of right-of-way during the calendar year ended December 31, 1969. Of this amount $23,810,770.95 was expended by the Division of Highways for the acquisition of 4,604.471 acres of land, comprised of 1911 individual parcels. Right-of-way acquisitions by the Cook County Highway Department for the Interstate system resulted in expenditures of $579,094.00. The cost of right-of-way for interstate highways amounted to $11,867,663.94 or 48.2 per cent of the total; for Federal-aid primary highways $11,954,399.80 or 49.3 per cent of the total; and for other primary and secondary State routes $567,801.21 or 2.5 per cent of the total.

Federal funds were authorized in accordance with Title III of the Highway Beautification Act of 1965 for the acquisition of highway right-of-way needed for rest and recreation areas and of interests in strips of land necessary for the restoration, preservation, and enhancement of scenic beauty adjacent to Federal-aid highways. Expenditures in connection with this program totaled $29,421.55 or 0.1 per cent of total right-of-way expenditures and this amount is included in the interstate and primary expenditures reported above.

These expenditures are summarized by governmental unit acquiring the right-of-way in the following tabulations.

Governmental Unit Purchasing Right-of-Way	Primary System			Federal Aid Secondary	Other State	Total
	Federal Aid		State Only			
	Interstate	Primary				
State of Illinois	$11,288,569.94	$11,954,399.80	$ 28,129.72	$410,464.39	$129,207.10	$23,810,770.95
City of Chicago	----	----	----	----	----	----
Cook County . .	579,094.00	----	----	----	----	579,094.00
Total	$11,867,663.94	$11,954,399.80	$ 28,129.72	$410,464.39	$129,207.10	$24,389,864.95
Per Cent	48.2	49.3	0.1	1.8	0.6	100%

A breakdown of the costs of right-of-way purchased by the State into right-of-way and incidental expense follows:

System	Right-of-Way	Incidental Items	Total
Interstate	$ 10,583,616.38	$ 704,953.56	$ 11,288,569.94
Primary, Secondary and others	11,411,107.50	1,111,093.51	12,522,201.01
Total	$ 21,994,723.88	$ 1,816,047.07	$ 23,810,770.95

Table 14 summarizes right-of-way programmed for Federal reimbursement by districts for interstate and other Federal-aid primary highways.

TABLE 13.—ALL RIGHT-OF-WAY ACQUIRED BY DIVISION OF HIGHWAYS 1969.

District	Parcels	Acres	Cost
On Interstate Highways			
1	118	283.882	$ 4,153,350.79
2	118	181.112	2,101,925.62
3	53	451.910	629,345.23
4	18	99.290	127,861.54
5	64	749.744	1,248,709.68
6	19	125.826	348,215.65
7	29	348.750	216,119.99
8	39	20.133	527,011.71
9	71	413.857	443,886.45
10	32	209.574	1,492,143.28
Total	561	2,884.078	$ 11,288,569.94
On Other State Primary and Secondary Highways			
Statewide Expenses			$ 2,290.00
1	135	97.531	2,507,334.58
2	83	208.884	702,215.97
3	135	142.568	921,076.26
4	129	352.309	753,062.20
5	183	152.204	1,513,172.18
6	74	259.577	895,467.81
7	91	155.901	461,715.34
8	196	144.883	1,138,970.56
9	129	167.113	758,382.16
10	195	39.423	2,868,513.95
Total	1,350	1,720.393	$ 12,522,201.01

TABLE 13.—Concluded 1969

District	Parcels	Acres	Cost
All-Right-of-Way Acquired			
Statewide Expenses	....	....	$ 2,332.90
1	253	381.413	6,660,685.37
2	201	389.996	2,804,098.69
3	188	594.478	1,550,421.49
4	147	451.599	880,923.74
5	247	901.948	2,761,881.86
6	93	385.403	1,243,683.46
7	120	504.651	677,835.33
8	235	165.016	1,665,982.27
9	200	580.970	1,202,268.61
10	227	248.997	4,360,657.23
Total	1,911	4,604.471	$ 23,810,770.95

TABLE 14.—RIGHT-OF-WAY PURCHASED BY THE DIVISION OF HIGHWAYS DURING 1969 WHICH IS PROGRAMMED FOR FEDERAL REIMBURSEMENT.

District	Number of Parcels	Acres	Expenditures	Per Cent Participation Federal	Per Cent Participation State
Federal-Aid Interstate					
1	113	283.064	$ 3,460.016.79	90	10
2	104	157.558	2,031,985.52		
3	50	449.922	603,083.73		
4	15	94.217	117,900.91		
5	59	666.620	1,007,566.01		
6	19	125.826	346,379.40		
7	23	199.380	165,516.50		
8	36	19.130	503,968.60		
9	71	413.857	412,132.70		
10	28	197.653	2,091,356.36		
Total	518	2,607.227	$ 10,739,906.52		
Primary					
1	2	.075	$ 17,226.31	50	50
2	12	13.857	278,318.37		
3	32	22.760	534,835.65		
4	0	-0-	5,023.50		
5	83	88.811	1,032,410.17		
6	24	157.009	524,853.50		
7	49	1.651	127,691.81		
8	13	4.053	271,484.55		
9	9	1.380	376,783.30		
10	14	3.631	110,766.03		
Total	238	293.227	$ 3,279,393.19		

TABLE 15.—RIGHT-OF-WAY PURCHASED AND EXPENDITURES BY THE DIVISION OF HIGHWAYS FOR HIGHWAY BEAUTIFICATION DURING 1969.

District	Number of Parcels	Acres	Expenditures	Per Cent Participation Federal	Per Cent Participation State
Participating Expenditures					
1	2	-0-	$ 941.60	100	0
2	4	22.047	1,591.80		
3	1	1.969	1,460.50		
4	......	....	....		
5	1	2.600	581.50		
6	......	....	....		
7	2	16.170	1,641.50		
8	6	68.090	9,765.90		
9	......	....	238.75		
10	1	1.022	13,200.00		
Total	17	111.898	$ 29,421.55		

VII. DESIGN

1. GENERAL.—The Bureau of Design has the administrative control and supervision of all highway activities relating to location, planning and design of State highways, highway structures, and other related highway improvements; designs highway standards and publishes the design manual; prepares the standard specifications for road and bridge construction; participates in planning and programming Federal-aid highway projects with the Federal Bureau of Public Roads; prepares and awards consulting engineering agreements, utility adjustment agreements; and railroad grade crossing improvement agreements; processes highway plans submitted by each of the ten highway districts, and prepares proposals and contracts for the same; publishes service bulletins, holds highway lettings, and participates in the awarding of State highway contracts.

The administrative responsibilities of the Bureau of Design are carried out by the Engineer of Design and the Assistant Engineer of Design and executed by the Special Assignments Unit and four Section Engineers whose sections are made up of units as outlined in the following:
(1) Road Plans and Contracts Section; a composite of Highway Plans and Special Provisions Review Unit, Critical Path Evaluation Method Unit, Highway Standards and Specifications Unit, Proposals and Contracts Unit, and a Cost Estimates Unit: (2) Bridge and Traffic Structures Section; a composite of a Bridge Planning Unit comprised of two Planning Squads, Bridge and Traffic Structures Design Unit comprised of five Design Squads, Foreign Plans Unit, Inventory Ratings and Investigations Unit, Shop Plans and Inspection Unit, and Plan Review, Special Provisions and Estimating Unit: (3) Location and Roadway Planning Section; a composite of Geometric Design Unit, Federal-aid Programming and Project Monitoring Unit, Location and Access Control Unit, Electrical and Mechanical Unit, and Consulting Engineering Services Unit: (4) and an Aerial Surveys Section; a composite of Surveys and Computations Unit, Microfilming Unit, Plotting and Mapping Unit, and a Photography Unit. Through these four Sections and through the counterpart of the Bureau in each of the ten Highway District Offices, the Bureau of Design directs all phases of State highway and traffic structure design and related highway improvements for the Division. The duties performed by the Administrative Staff and the various units of the four Bureau Sections, are outlined in detail in the organization section of the Design Manual which is published and issued by the Bureau of Design.

2. DESIGN PROGRAM.—The total obligations incurred during 1969 for construction and maintenance of State highways, highway structures, and related improvements, exclusive of expenditures for right of way, amounted to $350,972,010.93, included in this amount is $17,729,186.52 which consists of monies obligated by railroad and utility project agreements, other agency agreements, adjustments made on awarded contract projects, preliminary engineering agreements, additions and betterments, incidental work to 1969 construction, payments made on highway contracts awarded in the previous year, and Cook County and the City of Chicago utility and railroad grade crossing improvements, etc. The remaining obligation in the amount of $333,242,824.41 is the total cost of all State highway contracts tabulated in this report. They consist of State highway construction, rehabilitation, and maintenance contracts awarded by the State, highway construction contracts awarded by Cook County, construction and maintenance contracts awarded to the State Day Labor Section of the Bureau of Maintenance, and

railroad grade crossing improvement agreements awarded to their respective railroad companies. These contracts, with the exception of Federal-aid Secondary road contracts, are listed in detail in Table 21, in Parts A, B, C, D, and E of this Report, and are summarized in the following tabulation by highway system and by the Government making the award.

Highway System	Class of Government							
	State of Illinois		Cook County		City of Chicago		Total	Percent of Total
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	
Interstate	$ 144,057,348.95	44.66	$ 8,611,568.34	80.54	....	......	$ 152,668,917.29	45.81
Other Primary .	147,235,391.08	45.65	2,080,592.48	19.46	....	......	149,315,983.56	44.80
Secondary	29,647,795.38	9.19	....	......	....	......	29,647,795.38	8.90
Other (Part E) .	1,610,128.18	0.50	....	......	....	......	1,610,128.18	0.49
Total	$ 322,550,663.59	100.00	$ 10,692,160.82	100.00	....	......	$ 333,242,824.41	100.00
Percent of Total	96.79		3.21 ..	....	....		100.00	

The Total of State highway contracts awarded, for all highway improvements during 1969, amounted to $333,242,824.41; of this amount $202,083,423.17 was awarded for regular construction, and are listed by contracts in Part A of Table 21; $99,778,458.31 was awarded for rehabilitation and widening of existing State highways and highway structures, and are listed by contracts in Part B; $5,358,175.58 was awarded for highway maintenance work, and are listed by contracts in Part C; $2,996,174.47 was awarded for minor highway construction improvements and maintenance work of an extraordinary nature, performed by the State day labor forces of the Bureau of Maintenance, and are listed by contracts in Part D; $1,585,364.43 was awarded for miscellaneous nonhighway improvements, and are listed by contracts in Part E; and $21,441,228.45 was awarded for Federal-aid secondary road improvements, and are listed by contracts in the Bureau of Local Roads and Streets Report, however, a summary of the quantities, type of improvements, and contract cost, are tabulated in this Report.

Being that the Bureau of Design participates in the preparation and the awarding of Federal-aid secondary road contracts, they are included in the total cost of State secondary road improvements tabulated in this Report.

Ten (10) highway contract lettings were held, by the State Division of Highways, during 1969. A total of 845 contracts were advertised during the year, which includes the number of contracts readvertised. Of these, 167 were rejected, 8 were withdrawn prior to the lettings, 2 were awarded and later cancelled, 10 received no bids, and 7 remained pending for approval at the end of the year, making a total of 651 contracts advertised and awarded during 1969. A total of 2,115 bids were submitted on the awarded contracts, making an average of 3.3 bidders per contract; in addition, 160 contracts were awarded for extraordinary maintenance work and minor construction projects, to the State day labor section of the Bureau of Maintenance, 2 contracts were awarded to County day labor, 9 railroad grade crossing improvement contracts were awarded on Federal-aid secondary roads, 12 contracts were awarded for highway improvements by Cook County, and 20 railroad grade crossing automatic protection and crossing improvement contract agreements, were awarded to their respective railroad companies, making a total of 854 contracts awarded by the State and Cook County, during 1969.

3. INTERSTATE HIGHWAY CONTRACTS.—Contracts awarded during 1969, for the construction, rehabilitation, and maintenance of interstate highways, by the State and Cook County, implemented the following improvements:

SURFACING:		
6.78	miles continuously reinforced portland cement concrete pavement, divided 6-lane	$ 13,409,874.88
145.64	miles continuously reinforced portland cement concrete pavement, divided 4-lane	74,217,638.65
2.97	miles continuously reinforced portland cement concrete pavement, 2-lane and variable	1,437,198.86
0.73	mile portland cement concrete pavement, divided 6-lane	1,005,361.82
1.19	miles portland cement concrete pavement, 2-lane	630,593.71
1.35	miles portland cement concrete base course, variable widths	455,407.78
42.57	miles continuous bituminous concrete surface course, variable widths	5,190,858.43
8.20	miles intermittent bituminous concrete surfacing, variable widths	402,410.50
0.38	mile bituminous stabilized base course	170,436,02
3.61	miles gravel or crushed stone base course with bituminous surface treatment	1,058,909.32
0.50	mile gravel or crushed stone surface course	7,012.35
0.28	mile gravel or crushed stone base course	101,093.15
0.40	mile experimental bituminous surfacing	75,534.20
9	locations, paved bridge approaches	498,188.37
85.76	miles bituminous stabilized shoulders	1,961,666.75
22.52	miles bituminous concrete surfacing of shoulders	897,577.01
27.00	miles bituminous surface treatment of shoulders	62,453.10
12,120	square yds. concrete pavement patching	612,600.00
3,415	square yds. bituminous pavement patching	85,375.00
	Total surfacing	$102,280,189.90
GRADING:		
51.55	miles roadway grading	$ 11,603,559.98
14.06	miles drainage grading	308,365.30
0.67	mile earth shoulder grading	23,270.00
	Total grading	$ 11,935,195.28
STRUCTURES:		
39	highway grade separation structures	$ 8,923,281.40
3	railroad grade separation structures	604,211.75
1	combination railroad-highway grade separation structure	123,321.09
4	combination bridge-railroad grade separation structure	1,203,005.21
28	bridges	5,320,795.46
1	bridge widened	223,609.40
4	highway grade separation structures repaired	67,468.60
2	bridges repaired	4,885.00
15	bridges cleaned and painted	78,740.00
5	bridge decks resurfaced	319,136.60
2	bridge decks, sealant applied	98,505.50
11	reinforced concrete triple box culverts	934,923.03
8	reinforced concrete box culverts	521,872.21
1	concrete box culvert extended	17,936.50
9	culverts, concrete headwalls reconstructed	64,531.42
	Total structures	$ 18,506,223.17
MISCELLANEOUS:		
191,400	lin. feet road guards constructed	$ 2,040,681.23
110.37	miles furnishing and erecting highway signing and delineators	802,335.38
83.68	miles furnishing and erecting highway signing	709,639.98
136.22	miles furnishing and erecting highway fencing	610,291.02
10.57	miles expressway lighting	1,528,743.40
20.79	miles highway lighting modified	2,559,831.33
22	areas, furnishing and installing highway lighting	1,295,379.78
46.49	miles highway pavement marking	144,695.96
5	intersections, furnishing and installing traffic control signals	205,022.30
54	areas, erosion control	3,549,659.25
6.90	miles pipe underdrains	151,096.88
124.63	miles roadside cultivating, fertilizing and mowing	440,978.75
30.00	miles weed control spraying	5,579.20
44.86	miles roadside mowing	84,014.43
82.50	miles roadside landscaping	2,036,504.93
11	units, scale components, and construction of weigh station scale pits	539,075.56
1	motorist rest area constructed	251,671.72
103	engineer's field offices and laboratories	397,620.98
12	pumping stations, improvements made	44,745.00
	Utility adjustments made	37,550.20
	Furnishing and installing highway surveillance equipment, ramp metering, and electrical work	1,301,005.60
	Communication system hooked up to Joliet, Peru, and Rock Island police headquarters	1,097,299.65
	Other miscellaneous improvements	113,886.41
	Total miscellaneous	$ 19,947,308.94
	Total, all work, interstate system	$152,668,917.29

TABLE 16.—SUMMARY OF PRIMARY HIGHWAY CONTRACTS (INCLUDING FEDERAL-AID INTERSTATE) AWARDED BY THE STATE, LUMP SUM FROM 1918 THRU 1939 AND ANNUALLY FROM 1940 TO 1969 INCLUSIVE.

Year	Rigid-type Pavement [1]		Bituminous Surface on Rigid and Flexible Base [2]		Gravel or Crushed Stone [3]		Grading [4]		Structures [5]		Miscellaneous Items [6]	Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Cost	
1918 Thru 1939	10,712.88	$ 317,990,767.09	161.00	$ 1,397,325.95	230.93	$ 2,596,230.23	2,964.66	$ 37,891,998.29	2,580	$ 58,430,375.88	$ 491,059.38	$ 418,797,756.82
1940	178.14	7,531,631.24	24.16	271,963.03	63.05	1,046,002.97	88.02	1,801,582.16	38	2,088,929.55	508,172.66	13,248,281.61
1941	112.84	7,287,661.71	17.15	246,833.30	13.47	365,087.91	12.67	249,932.21	36	3,143,428.81	360,247.61	11,653,191.55
1942	278.75	15,546,937.21	....	88,313.18	11.57	73,817.33	12.26	725,263.53	20	713,813.53	5,000.00	17,153,144.78
1943	140.05	9,684,627.25	18.23	262,924.28	10.71	114,926.07	1.15	134,035.24	5	309,888.59	28,052.56	10,534,453.99
1944	215.00	9,003,166.62	1.65	294,142.53	1.91	47,334.88	1.75	320,495.87	14	429,325.66	72,906.34	10,167,371.90
1945	207.83	9,494,309.89	....	301,986.07	0.90	44,924.17	....	527,017.84	22	1,329,042.96	255,316.65	11,952,597.58
1946	180.28	8,937,963.46	42.01	428,314.96	6.35	296,468.77	....	274,695.67	29	2,788,282.15	550,635.67	13,276,360.68
1947	332.65	16,991,253.50	28.51	619,200.80	1.50	57,478.53	11.83	1,448,207.65	42	3,791,027.50	540,322.22	23,447,490.20
1948	130.21	10,690,263.73	10.52	223,422.04	10.14	445,049.46	43.77	3,694,321.53	28	4,392,732.87	1,362,298.50	20,808,088.13
1949	269.81	20,484,006.43	54.79	864,297.81	0.50	41,942.75	2.82	409,674.12	33	4,392,104.94	480,183.15	26,672,209.20
1950	166.99	10,541,566.55	14.05	97,720.06	0.38	22,499.87	0.76	211,710.37	17	2,122,684.34	726,653.34	13,722,834.53
1951	578.53	32,589,431.82	12.56	237,494.65	....	....	9.60	524,194.94	66	5,720,996.03	1,367,559.66	40,439,677.10
1952	1,081.51	61,872,623.68	105.22	2,109,239.09	....	....	4.32	1,187,178.24	79	9,938,257.23	2,411,641.09	77,518,939.33
1953	446.05	30,654,204.85	28.89	795,926.99	....	....	3.43	923,073.23	110	13,108,725.63	982,243.33	46,464,174.03
1954	717.64	43,156,714.64	17.34	243,793.04	....	....	2.11	1,151,936.22	138	15,689,551.99	2,735,265.12	62,977,261.01
1955	416.70	43,493,537.82	61.87	1,081,026.33	....	....	0.68	788,734.45	85	15,865,443.70	3,070,766.42	64,299,508.72
1956	540.39	44,785,993.93	49.37	2,602,538.85	....	....	32.09	3,067,486.38	108	16,011,210.53	4,036,223.76	70,503,453.45
1957	667.52	36,640,700.15	26.49	1,584,938.55	....	....	27.90	4,506,176.73	167	36,580,830.49	9,660,341.00	88,972,986.92
1958	1,603.70	80,439,657.12	18.69	1,375,810.77	78.03	4,054,615.68	34.09	2,794,857.57	166	40,077,166.08	6,984,517.41	135,726,624.63
1959	433.82	93,604,201.65	90.21	1,973,203.14	0.39	64,149.87	41.78	2,519,432.54	177	32,553,234.90	9,202,115.13	139,916,337.23
1960	804.62	88,796,450.00	34.69	1,993,251.07	....	....	32.35	7,329,982.66	240	35,287,332.57	15,250,361.11	148,657,377.41
1961	533.12	73,972,728.04	13.63	1,162,105.91	2.89	352,965.08	43.55	2,569,834.98	132	23,334,504.40	14,330,544.66	115,722,683.07
1962	884.38	98,255,280.71	20.15	1,881,997.14	8.39	1,198,683.64	36.20	3,404,944.75	260	38,115,180.28	13,667,119.09	156,523,205.61
1963	655.75	110,555,657.14	4.98	1,050,148.31	7.65	1,273,353.13	20.56	15,001,562.13	218	40,845,652.28	16,651,548.03	185,377,921.02
1964	518.75	94,287,564.88	9.24	1,636,755.06	....	....	50.70	7,772,734.42	189	41,327,890.36	17,921,484.76	162,946,429.48
1965	550.06	80,507,570.26	7.92	909,648.38	7.93	1,022,891.23	80.14	3,148,648.91	129	33,079,525.01	14,896,431.42	133,564,715.21
1966	376.72	81,310,447.18	10.48	2,438,019.50	5.21	966,959.72	34.10	8,652,345.83	186	36,676,934.25	18,754,769.20	148,799,475.68
1967	488.96	147,168,248.59	8.88	3,331,394.83	4.43	861,511.47	22.77	9,106,416.72	207	58,116,791.63	39,254,857.52	257,839,220.76
1968	605.18	91,455,335.07	35.66	10,054,008.59	15.05	2,107,856.22	101.73	19,838,242.44	149	21,128,290.51	29,620,151.27	174,203,884.10
1969	212.27	136,528,855.19	1,400.94	68,381,000.08	9.61	4,958,131.22	75.44	14,033,372.32	130	31,448,746.52	48,244,923.70	303,595,029.03
Totals ..	25,060.10	1,914,259,357.40	2,329.28	$109,938,744.29	490.99	$22,012,880.20	3,793.23	156,010,089.94	5,800	628,837,901.17	274,423,711.76	3,105,482,684.76

Note: Contracts awarded by Cook County and the City of Chicago are not included in this table.

[1] Milage includes concrete pavement, concrete base course with bituminous concrete surfacing, but not seal coats, concrete base repair, patching, nor concrete pavement widening, but cost includes all these items.

[2] Cost includes seal coats, bituminous surface treatment and repair of base and surface courses, but milage is excluded.

[3] Includes base and surface courses, granular embankment-special, soil-cement, waterbound macadam, and bituminous stabilized base courses.

[4] Milage and cost includes roadway and roadbed construction grading separate from other work, only cost includes other items of earth moving.

[5] Includes bridges, railroad and highway grade separation structures, elevated highway structures, major culverts and special structures, separate from other improvements.

[6] Includes items as railroad grade crossing improvements, highway lighting, traffic control signals, signing, landscaping, nonhighway improvements, etc.

The interstate highway improvements tabulated above, are listed by contracts in Table 21.

Table 16 gives an accumulated yearly summary of various highway improvements, on Federal-aid interstate and other primary highways, awarded by the State, therefore, in order to maintain the summaries as originally tabulated, contracts awarded by Cook County, and the City of Chicago are omitted from this Table.

4. PRIMARY HIGHWAY CONTRACTS.—Contracts awarded by the State and Cook County during 1969, for regular construction, rehabilitation, and maintenance of noninterstate primary highways, implemented the following improvements:

SURFACING:		
14.66	miles continuously reinforced portland cement concrete pavement, divided 4-lane	$ 11,091,607.65
1.40	miles continuously reinforced portland cement concrete pavement, 2-lane	265,429.00
4.54	miles portland cement concrete pavement, divided 6-lane	5,112,634.70
9.51	miles portland cement concrete pavement, divided 4-lane	10,165,334.59
13.44	miles portland cement concrete pavement, 2-lane	5,464,130.95
0.26	mile portland cement concrete pavement, variable width	238,858.68
1,265.17	miles continuous bituminous concrete surfacing	50,674,628.11
82.26	miles intermittent bituminous concrete surfacing	2,228,197.99
0.50	mile bituminous paved approaches	59,635.22
1.96	miles bituminous concrete anti-skid surfacing	84,620.00
9.80	miles full-width concrete base course	3,717,952.10
44.60	miles concrete base course widening	3,222,633.16
5.15	miles full-width bituminous stabilized base course	2,268,705.28
43.34	miles bituminous stabilized base course widening	1,520,266.12
234.26	miles bituminous concrete base course widening	8,961,495.10
0.07	mile full-width gravel or crushed stone base course	2,145.00
8.72	miles bituminous aggregate overlay	130,237.00
58.09	miles bituminous surface treatment on existing flexible base	190,106.17
19.86	miles bituminous concrete stabilized shoulders	507,874.60
4.59	miles gravel or crushed stone shoulders	23,391.00
11.62	miles shoulder widening	987,354.84
5	locations, left and right turning lanes constructed	222,127.78
102,679	square yards concrete pavement patching	2,825,743.36
93,270	square yards bituminous pavement patching	2,548,139.15
4.33	miles frontage roads rehabilitated	12,133.22
38.73	miles bituminous seal coat applied on existing bituminous surface	200,708.12
	Total surfacing	$112,726,088.89
GRADING:		
9.16	miles roadway grading	$ 2,098,177.04
STRUCTURES:		
2	highway grade separation structures	$ 393,821.80
4	railroad grade separation structures	1,185,324.74
2	combination railroad-bridge grade separation structures	4,600,376.99
1	railroad subway structure	775,750.79
15	bridges	3,359,003.88
4	reinforced concrete double box culverts	555,148.10
3	reinforced concrete box culverts	101,829.40
189	engineer's field offices and laboratories	544,553.00
102	bridge decks resurfaced	3,840,321.41
26	bridges, handrails reconstructed or rehabilitated	464,797.45
56	bridges repaired or rehabilitated	2,371,254.82
83	bridges cleaned and painted	321,877.50
5	bridges widened	$ 626,261.70
1	bridge superstructure rehabilitated	1,872,813.40
5	bridges, abutments repaired	27,658.50
19	bridge decks patched or repaired	250,209.50
1	bridge, vertical lift cable replaced	64,400.00
51	bridges, deck sealant applied	26,931.00
6	highway grade separation structures repaired	109,017.80
4	railroad grade separation structures repaired	54,082.20
4	pipe culverts furnished and installed	98,454.25
	Total structures	$ 21,643,888.23

MISCELLANEOUS:

15	areas, erosion control	$ 426,133.42
91	intersections, traffic control signals modified	1,100,269.02
58	intersections, traffic control signals furnished and installed	1,532,937.84
57	buildings removed from rights-of-way	109,316.00
6	intersections reconstructed or modified	297,250.10
15	intersections, highway lighting installed	408,338.08
2	motorist rest areas constructed	74,194.50
37,924	inch dia. diseased and dead trees removed	138,412.94
24.60	acres tree spraying	20,458.75
19.00	miles roadside cultivating, fertilizing, and mowing	59,192.00
1,736	miles roadside mowing	235,813.84
2,063	miles roadside weed control spraying	51,316.00
3.15	miles roadside landscaping	45,387.00
5.29	miles highway lighting furnished and installed	292,637.64
2.37	miles storm sewers	605,488.89
260,033	lin. ft. road guards reconstructed or modified	1,019,998.80
40,968	lin. ft. road guards constructed	323,890.12
509.32	miles highway traffic signing	975,408.38
5.10	miles bituminous undersealing of pavement	20,155.20
13,796	lin. ft. cut expansion joints	120,886.00
147.50	miles pavement marking	277,566.41
22.22	miles miscellaneous clearing	60,990.20
1	pumping station rehabilitated	44,695.88
5	locations, roadside safety improvements	119,901.87
658	cu. yds. concrete headwalls removed to side-slope grade	114,823.50
	Districts 1 and 10, patrolling, inspecting, servicing, and maintenance, of traffic signals, pumping stations, highway lighting, signing, etc.	3,822,487.12
	Furnishing and installing highway surveillance equipment and ramp metering system, including electrical work	275,433.85
	Utility adjustments	28,663.75
	Rehabilitation of shoulders and ditches	84,560.00
13	railroad grade crossings, miscellaneous improvements	87,771.00
	Other miscellaneous improvements	73,451.30
	Total miscellaneous	$ 12,847,829.40
	Total, all work, primary system	$149,315,983.56

The noninterstate primary highway improvements tabulated above are listed by contracts in Table 21, in Parts A, B, C, & D.

5. SECONDARY ROAD CONTRACTS.—Contracts awarded by the State, during 1969, for the construction, rehabilitation, and maintenance of State secondary roads, excluding Federal-aid secondary road contract awards; implemented the following improvements:

SURFACING:

2.93	miles portland cement concrete pavement, divided 4-lane	$ 2,285,258.65
25.28	miles continuous bituminous concrete surfacing	1,499,131.62
21.72	miles intermittent bituminous concrete surfacing	1,102,541.95
16.72	miles bituminous surface treatment on existing bituminous surface	34,882.43
0.72	mile full-width concrete base course	255,055.67
2.80	miles full-width bituminous stabilized base course	1,125,876.75
0.27	mile concrete base course widening	43,512.80
1.40	miles bituminous base course widening	33,918.50
2,180	sq. yds. concrete pavement patching	60,201.70
9,133	sq. yds. bituminous pavement patching	178,529.50
35.56	miles bituminous seal coat on existing bituminous surface	86,136.59
	Total surfacing	$ 6,705,046.16

STRUCTURES:

3	bridges	$ 329,312.86
1	bridge, retaining walls repaired	12,376.00
2	highway grade separation structures repaired	54,863.00
9	bridges rehabilitated or repaired	401,697.25
1	bridge widened	36,742.56
5	bridge decks rehabilitated or resurfaced	221,307.50
	Total structures	$ 1,056,299.17

MISCELLANEOUS:		
3.06	acres erosion control	$ 159,058.65
6	intersections, traffic control signals furnished and installed	16,108.10
11	engineer's field offices and laboratories	32,400.00
6	railroad grade crossings, miscellaneous improvements	229,904.45
	Other miscellaneous improvements	7,750.40
	Total miscellaneous	$ 445,221.60
	Total State secondary read improvements, excluding Federal-aid secondary contract awards	$ 8,206,566.93

Contracts for the above secondary road improvements are listed in Parts A, B, C, and D of Table 21.

Table 17 gives an accumulated yearly summary of various State secondary road improvements awarded by the State, including Federal-aid Secondary contracts.

6. FEDERAL-AID SECONDARY ROAD CONTRACTS.—Contracts awarded by the State, during 1969, for improvements on the Federal-aid secondary system of State and County roads, implemented the following improvements:

SURFACING:		
4.00	miles continuously reinforced concrete pavement, divided 4-lane	$ 2,698,931.61
6.21	miles portland cement concrete pavement, 2-lane	1,226,641.91
2.18	miles portland cement concrete pavement on aggregate base course, 4-lane	1,302,081.48
4.71	miles portland cement concrete base course with bituminous concrete surface course	792,443.14
22.89	miles bituminous stabilized base course with bituminous concrete surface	3,488,540.33
1.75	miles type A base course with bituminous surface treatment	144,058.17
12.15	miles soil-cement base course with bituminous surface treatment	439,098.48
33.43	miles gravel or crushed stone base course with bituminous surface treatment	1,708,784.39
18.20	miles gravel or crushed stone base course with bituminous concrete surface course	2,162,818.09
55.97	miles bituminous concrete surfacing	2,910,141.07
9.29	miles bituminous surface treatment on existing flexible base	58,209.70
19.25	miles gravel or crushed stone base course	952,233.64
11.75	miles gravel or crushed stone surface course	599,415.19
3.37	miles granular barrow and grading	87,882.65
900	sq. yds. bituminous pavement patching	25,500.00
	Total surfacing	$ 18,596,779.85
STRUCTURES:		
18	bridges	$ 2,046,866.52
4	reinforced concrete box culverts	140,660.02
41	engineer's field offices and laboratories	$ 76,855.00
	Total structures	$ 2,264,381.54
MISCELLANEOUS:		
595.96	acres roadside seeding and fertilizing	$ 282,801.48
	Traffic control signals	108,869.58
2	railroad grade crossings, furnishing and installing flashing lights, and crossing improvements	41,655.00
4	railroad grade crossings, furnishing and installing flashing lights and gates	101,111.00
3	railroad grade crossings, furnishing and installing flashing lights, and widening and rehabilitating crossings	45,630.00
	Total miscellaneous	$ 580,067.06
	Total Federal-aid secondary road contracts awarded during 1969	$ 21,441,228.45

The above summary of Federal-aid secondary road improvements are listed by contracts in Table 54, Section XIV, Local Roads and Streets Report.

TABLE 17.—SUMMARY OF SECONDARY ROAD CONTRACTS AWARDED BY THE STATE-LUMP SUM SHOWN FROM 1933 THRU 1942—AND ANNUALLY FROM 1943 TO 1969 INCLUSIVE.

	Rigid-type Pavement[1]		Bituminous Surface on Flexible Base[2]		Gravel or Crushed Stone[3]		Grading[4]		Structures[5]		Miscellaneous Items[6]	
Year	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	Total Cost
1933 Thru 1942	129.70	$ 5,805,660.07	437.65	$ 2,198,482.33	890.22	$ 8,892,813.96	465.89	$ 4,179,015.84	261	$ 6,140,326.41	$ 371,330.99	$ 27,587,629.60
1943	19.38	747,741.33	16.26	168,227.47	22.22	325,247.73	0.56	20,836.65	5	201,148.68	13,494.80	1,476,696.66
1944	22.81	805,464.67	22.94	292,709.39	21.51	291,343.64	0.78	18,937.50	......	7,603.00	8,550.00	1,424,608.20
1945	16.55	578,905.81	....	170,536.87	14.09	232,012.25	....	36,618.98	......	....	9,432.26	1,027,506.17
1946	15.71	495,613.35	14.87	221,237.37	17.95	412,884.21	3.71	154,579.46	10	415,441.03	27,730.58	1,727,486.00
1947	57.78	2,411,603.43	161.67	2,813,024.80	153.68	3,222,092.24	27.50	435,855.38	17	715,187.68	35,446.00	9,633,209.53
1948	8.45	852,921.76	145.05	3,596,940.14	175.44	4,081,884.47	22.84	594,337.16	22	2,105,393.44	59,371.76	11,290,848.73
1949	17.93	710,587.67	86.54	1,511,091.90	29.07	710,902.70	12.63	192,778.93	12	537,534.52	122,158.64	3,785,054.36
1950	6.30	286,456.04	97.83	1,561,673.09	94.17	1,369,801.02	11.62	176,226.21	11	577,441.31	158,483.10	4,130,080.77
1951	19.69	951,849.88	81.35	1,597,737.83	51.06	1,058,978.27	10.62	564,539.68	13	689,815.02	69,642.63	4,932,563.31
1952	38.30	1,834,170.46	220.83	4,488,003.27	87.25	1,983,171.76	18.83	285,781.22	20	1,204,636.23	263,382.21	10,059,145.15
1953	56.07	2,601,049.28	285.77	7,326,834.26	142.37	3,241,836.72	20.08	360,152.21	31	1,422,198.32	230,426.68	15,182,497.47
1954	9.35	497,045.51	215.02	4,342,166.56	91.15	1,731,106.45	11.90	137,890.39	22	979,771.87	315,658.98	8,003,639.76
1955	64.59	2,753,059.21	344.70	6,927,467.78	146.23	2,479,224.75	26.96	456,048.21	59	3,149,576.80	461,646.91	16,227,023.66
1956	56.75	2,763,053.01	306.54	7,526,801.50	148.85	3,462,362.01	7.34	216,814.92	32	2,013,524.71	430,080.05	16,412,636.20
1957	52.30	2,352,939.44	329.84	8,384,424.32	141.34	3,288,658.94	24.08	460,246.55	51	2,794,080.08	627,107.77	17,907,457.10
1958	87.42	5,698,177.40	552.06	14,314,033.80	190.50	4,735,658.17	28.68	754,010.91	87	5,460,774.10	219,512.51	31,182,166.89
1959	41.90	3,373,734.63	274.92	7,625,752.42	103.58	3,323,693.75	....	....	45	3,254,797.91	719,300.46	18,297,279.17
1960	64.82	7,388,775.70	234.59	8,930,220.24	127.87	3,670,709.36	11.84	286,251.45	35	2,742,173.76	1,938,910.72	24,957,041.23
1961	145.77	8,795,478.15	191.20	7,068,363.37	108.10	2,697,724.29	9.16	267,387.83	51	3,561,705.20	842,104.10	23,232,762.94
1962	93.35	7,649,696.99	233.47	9,805,704.13	110.32	3,396,462.45	7.70	1,198,367.19	57	2,343,932.93	2,320,451.98	26,714,615.67
1963	92.34	10,865,163.75	136.21	7,835,407.54	117.09	2,936,057.68	6.85	147,208.60	34	2,550,848.06	1,164,246.18	25,498,931.81
1964	73.27	6,004,963.03	115.74	6,718,084.89	87.34	2,976,052.26	14.87	317,809.87	29	1,631,840.89	801,553.18	18,450,304.12
1965	108.58	7,109,122.96	93.49	5,670,141.47	73.14	2,911,432.80	3.00	58,136.71	37	2,724,634.30	1,100,743.50	19,574,211.74
1966	85.39	6,544,386.37	26.28	1,972,523.11	44.02	1,471,765.58	9.46	371,290.00	33	2,545,847.88	540,176.08	13,445,989.02
1967	35.27	5,657,756.46	53.08	4,959,389.17	35.72	1,270,327.79	1.31	83,869.76	27	3,741,667.58	1,431,591.81	17,144,602.57
1968	66.21	4,881,367.55	62.02	6,312,677.61	46.30	2,495,394.33	7.52	1,813,796.33	23	3,553,980.89	806,334.21	19,863,550.92
1969	25.46	8,902,074.96	146.86	12,612,336.70	76.58	3,699,531.70	1.20	87,882.65	25	2,593,694.40	1,752,274.97	29,647,795.38
Totals ..	1,511.44	$109,318,818.87	4,859.78	$146,951,993.33	3,347.16	$72,369,131.28	766.93	$13,676,670.59	1,049	$59,659,577.00	$16,841,143.06	$418,817,334.13

Note: This table includes improvements, contracted by the State, on Federal-aid secondary roads, secondary roads established prior to the Federal-aid secondary road system, State-aid roads, secondary forest highways, defense access roads, roads serving State parks and institutions, and county highways added to the States secondary road system.

[1] Includes concrete pavement, full width concrete base course and bituminous concrete surfacing; but milage does not include seal coat on bituminous surfaces, repair and preparation of rigid base course, patching and widening of rigid pavements, but the cost includes all of these items.

[2] Milage does not include seal coats on flexible bituminous surfaced pavements, bituminous surface treatment for gravel or crushed stone base, and the repair of flexible base and surface courses, but the cost includes all of these items.

[3] Includes milage and cost of base and surface courses, granular embankment-special, and soil-cement, waterbound macadam and bituminous stabilized base courses.

[4] Includes roadway and roadbed construction grading separate from other work, and only the cost includes additional items of earth grading.

[5] Includes only the awarded cost of bridges, railroad and highway grade separation structures, elevated highway structures, major culverts, and special structures, separate from other items in the structure contracts.

[6] Includes items as railroad grade crossing improvements, highway lighting, traffic control signals, highway signing, landscaping, etc.

7. PAVEMENT, BRIDGE, AND STRUCTURE REHABILITATION.—Contracts awarded by the State, during the year of 1969, for resurfacing, widening, and rehabilitating the existing State highways and highway structures, are classified by highway system and listed by contracts in Part "B", of Table 21. The total cost of the awarded contracts, for improvements on the interstate highway system listed in Part "B", amounted to $7,466,833.73 or 5.18 percent of the total interstate highway contracts awarded by the State; noninterstate primary highway contracts awarded, amounted to $87,870,659.58 or 59.68 percent of the total noninterstate primary highway contracts awarded by the State; and contracts awarded on State secondary roads, excluding Federal-aid secondary road contracts, amounted to $4,440,965.00 or 54.15 percent of the total non-Federal-aid secondary road contracts awarded by the State. The total of all highway contracts listed in Part "B", amounts to $99,778,458.31 or 30.93 percent of all highway contracts awarded by the State listed in Parts A, B, C, and D of Table 21; and implemented the following improvements:

ON INTERSTATE SYSTEM

28.53	miles continuous bituminous concrete surfacing	$ 5,055,379.53
4.76	miles intermittent bituminous concrete surfacing	537,889.40
0.45	mile full-width concrete base course	455,407.78
0.38	mile full-width bituminous stabilized base course	170,436.02
12,120	sq. yds. concrete pavement patching	612,600.00
3,415	sq. yds. bituminous pavement patching	85,375.00
1	bridge widened	223,609.40
5	bridge decks resurfaced or rehabilitated	319,136.60
5	engineer's field offices and laboratories	7,000.00
	Total, interstate system, Part "B"	$ 7,466,833.73

ON NONINTERSTATE PRIMARY SYSTEM

1,261.08	miles continuous bituminous concrete surfacing	$ 50,650,503.93
82.26	miles intermittent bituminous concrete surfacing	2,228,197.99
9.20	miles full-width concrete base course	3,717,952.10
5.15	miles full-width bituminous stabilized base course	2,268,705.28
8.72	miles bituminous aggregate overlay	130,237.00
44.60	miles concrete base course widening	3,222,633.16
234.26	miles bituminous concrete base course widening	8,961,495.10
43.34	miles bituminous stabilized base course widening	1,520,266.12
0.07	mile gravel or crushed stone base course	2,145.00
83,640	sq. yds. concrete pavement patching	2,279,113.16
89,960	sq. yds. bituminous pavement patching	2,440,082.35
476.49	miles highway signing modified or rehabilitated	867,336.03
73	structures, bridge and grade separation structure decks resurfaced	3,503,842.96
25	structures, bridge and grade separation structure handrails reconstructed	456,355.50
30	structures, bridge and grade separation structures repaired or rehabilitated	2,043,460.53
24	structures, bridge and grade separation structure decks repaired or rehabilitated	2,145,190.00
5	bridges widened	626,261.70
4	culverts rehabilitated	185,650.30
20	intersections, traffic control signals modified	295,528.37
130	engineer's field offices and laboratories	325,703.00
	Total, primary system, Part "B"	$ 87,870,659.58

ON SECONDARY SYSTEM

25.15	miles of continuous bituminous concrete surfacing	$ 1,407,700.72
16.52	miles intermittent bituminous concrete surfacing	879,419.70
2.80	miles bituminous stabilized base course	1,125,876.75
0.72	mile full-width concrete base course	255,055.67
0.27	mile concrete base course widening	43,512.80
462	sq. yds. concrete pavement patching	8,534.00
9,133	sq. yds. bituminous pavement patching	178,529.50
3	bridge decks rehabilitated	150,201.30
6	bridges rehabilitated	321,197.60
1	bridge widened	36,742.56
1	intersection, traffic control signals modified	13,094.40
8	engineer's field offices and laboratories	21,100.00
	Total, secondary system, Part "B"	$ 4,440,965.00
	Total, all systems, Part "B"	$ 99,778,458.31

8. HIGHWAY MAINTENANCE CONTRACTS.—Contracts awarded by the State for the restoration and maintenance of State highways, highway structures, and appurtenances, excluding Federal-aid secondary and State day labor contracts, for such work as painting and repairing of highway structures, roadside mowing, weed control spraying, cultivating shrub beds, fertilizing, landscaping maintenance, etc., are listed by contracts as extraordinary maintenance work in Part "C" of Table 21; and implemented the following improvements:

ON INTERSTATE SYSTEM

124.63	miles cultivating shrub beds, roadside fertilizing and mowing	$ 440,978.75
30.00	miles weed control spraying	5,579.20
44.86	miles roadside mowing	84,014.43
	Tree spraying	38,640.00
14	structures, cleaning and painting structural steel	78,740.00
1	bridge repaired	45,978.20
	Cleaning and painting overhead sign structural supports	6,615.00
	Total, Part "C", on interstate system	$ 700,545.58

ON PRIMARY SYSTEM
(Excluding interstate)

19.00	miles cultivating shrub beds, roadside fertilizing, and mowing	$ 59,192.00
1,736	miles roadside mowing	235,813.84
2,063	miles weed control spraying	51,316.00
23,544	inch dia. diseased tree removal	90,998.54
1	bridge rehabilitated	63,145.00
83	bridges or grade separation structures cleaned and painted	321,877.50
	Fertilizer nutrients applied	12,800.00
	Districts 1 and 10 Patrolling, inspecting, servicing, and maintaing, traffic control signals, pumping stations, highway lighting signing, etc.	$ 3,822,487.12
	Total, Part C, on primary system	$ 4,657,630.00
	Total, all systems, Part C	$ 5,358,175.58

9. STATE DAY LABOR HIGHWAY CONTRACTS.—Contracts for immediate repairs, specific reconstruction, and maintenance of existing highways and highway structures, which would delay the improvements needed if contracted for in the regular manner, are prepared and submitted by District Engineers, and awarded by the Bureau of Design to the State Day Labor Section of the Bureau of Maintenance. These improvements are listed by contracts in Part "D" of Table 21.

Prior to July 1, 1969, all State day labor contract improvements were paid from either State day labor construction or maintenance funds; these two funds have been combined into one and earmarked "State Day Labor Funds," therefore, payments for all State day labor contract improvements, awarded after July 1, 1969, are paid from this one fund.

The total of all State day labor highway contracts, awarded during 1969, amounted to $2,996,174.47. Of this amount, $1,014,365.66 was financed from State day labor highway construction funds, of which, $23,270.00 was awarded for interstate improvements, $810,854.42 was awarded for other primary highway improvements, and $180,241.24 was awarded for secondary road improvements; $55,169.30 was financed from State day labor highway maintenance funds, of which, $42,793.30 was awarded for noninterstate primary highway improvements, and $12,376.00 was awarded for secondary road improvements; $1,926,639.51 was awarded for State highway improvements financed with State day labor funds, of which, $142,230.20 was awarded for interstate highway improvements, $1,587,863.26 was awarded for other primary highway improvements, and $171,782.30 was awarded for secondary road improvements; and $24,763.75 was awarded on nonhighway projects. All of which implemented the following improvements:

ON INTERSTATE SYSTEM

GRADING:			
0.37	mile of earth grading	$	15,464.20
STRUCTURES:			
3	highway grade separation structures repaired		21,490.40
2	bridges repaired		4,885.00
1	culvert extended		17,936.50
	Total structures	$	44,311.90
MISCELLANEOUS:			
27.00	miles bituminous surface treatment of shoulders	$	62,453.10
11.00	miles drainage improvements		12,100.00
	Expansion joints rehabilitated		7,901.00
	Shoulder improvements		23,270.00
	Total miscellaneous	$	105,724.10
	Total day labor work on interstate system	$	165,500.20

ON NONINTERSTATE PRIMARY SYSTEM

SURFACING:			
38.73	miles bituminous seal coat applied on existing bituminous surface	$	200,708.12
4.09	miles bituminous concrete resurfacing		24,124.18
4.33	miles frontage roads rehabilitated		12,133.22
4.80	miles bituminous surface treatment on existing flexible base course		21,411.10
5.10	miles bituminous undersealing of pavement		20,155.20
19,043	sq. yds. concrete pavement patching		546,630.20
3,580	sq. yds. bituminous pavement patching		108,056.80
	Total surfacing	$	933,218.82
GRADING:			
	Rehabilitation of shoulders and ditches	$	84,560.00
STRUCTURES:			
6	highway grade separation structures repaired or rehabilitated	$	109,017.80
4	railroad grade separation structures, repaired		54,082.20
25	bridges repaired or rehabilitated		264,649.29
1	highway grade separation structure, deck resurfaced		3,127.00
1	railroad grade separation structure, deck rehabilitated		14,774.15
5	bridges, decks resurfaced		60,974.85
51	bridges, deck sealant applied		26.931.00
15	bridges, decks repaired or rehabilitated		216,819.35
3	bridges, bituminous deck patching		18,616.00
5	bridges, abutments repaired		27,658.50
	Total structures	$	796,650.14
MISCELLANEOUS:			
13,796	lin. ft. sawed expansion joints	$	120,886.00
4.59	miles gravel or crushed stone shoulders		23,391.00
49	locations, road guards modified		87,639.00
40,968	lin. ft. furnishing and erecting road guards		323,890.12
	Concrete headwalls removed to side-slope grade		46,342.50
	Other miscellaneous improvements		24,933.40
	Total miscellaneous	$	627,082.02
	Total day labor work on noninterstate primary highway system	$	2,441,510.98

ON SECONDARY ROAD SYSTEM

SURFACING:			
35.56	miles bituminous seal coat applied on existing bituminous surface	$	86,136.59
1,718	sq. yds. concrete pavement patching		51,667.70
	Total surfacing	$	137,804.29
STRUCTURES:			
2	highway grade separation structures rehabilitated	$	54,863.00
3	bridges repaired		80,499.65
2	bridges, decks rehabilitated		71,106.20
	Total structures	$	206,468.85
MISCELLANEOUS:			
1	retaining wall repaired	$	12,376.00
	Other miscellaneous improvements		7,750.40
	Total miscellaneous	$	20,126.40
	Total day labor work on secondary road system	$	364,399.54

NONHIGHWAY IMPROVEMENTS

2	maintenance storage sites constructed	$ 15,843.75
2	flag poles erected at highway administration building	6,920.00
	Maintenance and repair of bridge inspection equipment and core drilling rigs	2,000.00
	Total nonhighway improvements	$ 24,763.75
	Total, State day labor improvements awarded during 1969	$ 2,996,174.47

10. NONHIGHWAY IMPROVEMENT CONTRACTS.—Contracts awarded by the State Division of Highways, for related improvements, not located on any of the State highway systems, for constructing, rehabilitating, and maintaining State park and scenic drives, service and connecting roads, material storage and parking areas, miscellaneous structures, etc.; located in State parks, State hospital and institution grounds, conservation areas, highway district office grounds, etc., amounted to $1,610,128.18, of this amount, $1,585,364.43 was awarded to private contractors through regular contract lettings, and are listed by contracts in Part "E" of Table 21, and $24,763.75 was awarded to the State day labor section of the Bureau of Maintenance, and are listed by contracts in Part "D" of Table 21; and implemented the following improvements:

MISCELLANEOUS NONHIGHWAY IMPROVEMENTS:

28,170	lin. ft. chain link fencing furnished and installed	$ 64,079.04
10	highway districts, two-way radio systems installed and maintained	140,061.40
14	each, furnishing and erecting prefabricated metal buildings	911,540.19
6	buildings, complete heating systems installed	48,145.00
6	buildings, complete plumbing systems installed	79,000.00
5	buildings, complete ventilating systems installed	25,906.00
14	buildings, complete electrical system installed	88,919.00
	Maintenance and repair of road guards, and guard posts installed	227,713.80
	Total, nonhighway improvements, Part "E"	$ 1,585,364.43
	Total, nonhighway improvements listed in State day labor tabulations	$ 24,763.75
	Total of all contracts awarded for improvements not located on any of the State highway systems	$ 1,610,128.18

11. FEDERAL AND NONFEDERAL PROGRAMS.—The total obligation of all State highway contracts awarded during 1969, by the State and Cook County, amounted to $333,242,824.41. Contracts involving Federal funds amounted to $229,520,059.82 or 68.87 percent of the total contracts awarded; and contracts financed entirely with State funds or with State and matching city or county funds, amounted to $103,722,764.59 or 31.13 percent of the total contracts awarded.

(a) *Interstate Highway Awards.*—Contracts awarded by the State on the interstate highway system, financed with 100 percent Federal funds, amounted to $6,047,881.45; contracts financed with 90 percent Federal funds and 10 percent State funds, amounted to $127,361,807.16; contracts financed with 50 percent Federal and matching State funds, on interstate highways, amounted to $2,599,236.35, and contracts financed with 100 percent State funds on the interstate highway system, amounted to $8,048,423.99. Contracts awarded on the interstate system by Cook County, financed with 90 percent Federal and 10 percent State funds, amounted to $8,611,568.34. The total of all highway contracts awarded on the interstate system, amounted to $152,668,917.29.

TABLE 18.—TABULATION OF 1969 CONTRACT AWARDS ON FEDERAL-AID AND NONFEDERAL-AID PROGRAMS.

System and Fund Designation	Interpretation of Fund Designation	Awarded by			Federal-aid Program	Non-Federal-aid Program	Total
		State	Cook County	City of Chicago			
Interstate and Other Primary							
Int.	Interstate	$127,361,807.16	$ 8,611,568.34	None	$135,973,375.50		$135,973,375.50
Int. G	Interstate, railroad-highway	6,047,881.45			6,047,881.45		6,047,881.45
FI	Federal-aid primary on interstate	1,433,470.57			1,433,470.57		1,433,470.57
UI	Federal-aid urban primary on interstate	1,165,765.78			1,165,765.78		1,165,765.78
State I	State funds on interstate	7,882,923.79				$ 7,882,923.79	7,882,923.79
DL-C-I	State day labor construction funds on interstate	23,270.00				23,270.00	23,270.00
DL-I	State day labor funds on interstate	142,230.20				142,230.20	142,230.20
Topics	Federal, State, County, and City Fund participation	243,433.88			243,433.88		243,433.88
F	Federal-aid primary	33,158,525.92			33,158,525.92		33,158,525.92
FG	Federal-aid primary railroad-highway	949,420.82			949,420.82		949,420.82
RF	Federal-aid rural primary	976,349.00			976,349.00		976,349.00
LSF	Federal funds on primary	74,194.50			74,194.50		74,194.50
ER	Federal funds on emergency projects	1,176,951.08			1,176,951.08		1,176,951.08
U	Federal-aid urban primary	23,172,255.67	2,080,592.48		25,252,848.15		25,252,848.15
UG	Federal-aid urban primary, railroad-highway	775,794.30			755,794.30		775,794.30
State P	State funds on primary	84,266,954.93				84,266,954.93	84,266,954.93
DL-C-P	State day labor construction funds on primary	810,854.42				810,854.42	810,854.42
DL-M-P	State day labor maintenance funds on primary	42,793.30				42,793.30	42,793.30
DL-P	State day labor funds on primary	1,587,863.26				1,587,863.26	1,587,863.26
	Total Interstate and Other Primary	$291,292,740.03	$10,692,160.82		$207,228,010.95	$94,756,889.90	$301,984,900.85
Secondary System							
FAS	Federal-aid secondary, rural	$18,256,799.10			$ 18,256,799.10		$ 18,256,799.10
US	Federal-aid primary urban funds on Federal-aid secondary roads	850,820.42			850,820.42		850,820.42
SU	Federal-aid secondary funds on Federal-aid secondary urban roads	3,184,429.35			3,184,429.35		3,184,429.35
State S	State funds on secondary roads	6,991,346.97				6,991,346.97	6,991,346.97
DL-C-S	State day labor construction funds on secondary roads	180,241.24				180,241.24	180,241.24
DL-M-S	State day labor maintenance funds on secondary roads	12,376.00				12,376.00	12,376.00
DL-S	State day labor funds on secondary roads	171,782.30				171,782.30	171,782.30
	Total Secondary	$29,647,795.38			$ 22,292,048.87	$ 7,355,746.51	$ 29,647,795.38
Non-Highway Improvements							
State E	State funds on Non-Highway improvements	$1,585,364.43				$ 1,585,364.43	$ 1,585,364.43
DL-E	State day labor funds on Non-Highway improvements	24,763.75				24,763.75	24,763.75
	Total Non-Highway improvements	$1,610,128.18				$ 1,610,128.18	$ 1,610,128.18
	Total All Contracts	$322,550,663.59	$10,692,160.82		$229,520,059.82	$103,722,764.59	$333,242,824.41

(b) *Noninterstate Primary Highway Awards.*—Contracts awarded by the State on noninterstate primary highways, financed with 100 percent Federal funds, amounted to \$2,976,360.70; contracts financed with 50 percent Federal and matching State funds, amounted to \$59,387,723.07; contracts awarded on a program called TOPICS (Traffic Operations Program to Increase Capacity and Safety), financed with 50.32 percent Federal funds, 24.84 percent State funds, 12.42 percent City funds, and 12.42 percent County funds, amounted to \$243,433.88, and contracts financed with 100 percent State funds, amounted to \$86.708,465.91. The total of all State highway contracts awarded on the noninterstate primary highway system, amounted to \$149,315,983.56.

(c) *Secondary Road Awards.*—Contracts awarded by the State on Federal-aid secondary roads, financed with 50 percent Federal-aid secondary funds and matching State and County funds, amounted to \$18,256,799.10 for rural area improvements, and \$3,184,429.35 for urban area improvements; contracts awarded on secondary roads other than Federal-aid secondary roads, financed with 50 percent Federal-aid and matching State funds, amounted to \$850,820.42; and contracts financed with 100 percent State funds, amounted to \$7,355,746.51. The total of all secondary road contracts awarded on the State's secondary road system, amounted to \$29,647,795.38.

(d) *Nonhighway Improvement Awards.*—Contracts awarded to private contractors, for related improvements not located on any of the State highway systems, financed with 100 percent State road funds, amounted to \$1,585,364.43; and contracts awarded for nonhighway improvements to the State day labor section of the Bureau of Maintenance, financed with 100 percent State day labor funds, amounted to \$24,763.75. The total of all nonhighway improvement contracts, awarded by the State Division of Highways, amounted to \$1,610,128.18.

All the above improvements are listed by contracts, under the highway system which they apply in Parts A, B, C, D, and E of Table 21, with the exception of Federal-aid secondary road contracts which are listed in the Bureau of Local Roads and Streets Report.

12. CHICAGO EXPRESSWAYS.—Contracts awarded during 1969, by the State and Cook County, for improvements on the expressway system serving the Chicago Metropolitan Area, amounted to \$23,283,019.50; and implemented the following improvements:

CALUMET EXPRESSWAY

4.25	miles portland cement concrete pavement, 2-lane	\$ 1,190,727.52
6.69	miles bituminous concrete resurfacing, divided 6-lane	2,526,890.50
0.45	mile bituminous concrete resurfacing, 2-lane	27,891.00
0.45	mile concrete base course	455,407.78
12,000	sq. yds. concrete pavement patching	607,500.00
3	bridges	359,551.41
2	highway grade separation structures	304,765.21
2	railroad grade separation structures	400,174.69
1	combination railroad-highway grade separation structure	123,321.09
1	bridge, widened	223,609.40
1	highway grade separation structure repaired	45,978.20
2	structures, cleaned and painted	7,790.00
9	miles roadside cultivating, fertilizing, and mowing	28,000.00
4	miles roadside mowing	9,696.00
11,500	lin. ft. road guard construction	135,416.00
21,610	lin. ft. pavement marking	82,105.00
0.45	mile furnishing and erecting expressway signing	117,978.90
6.49	miles expressway signing modified	77,170.05
0.05	mile highway lighting	70,467.30
3	engineer's field offices and laboratories	19,800.00
	Total	\$ 6,814,240.05

DAN RYAN EXPRESSWAY

3.80	miles continuously reinforced portland cement concrete pavement, divided 6-lane	$ 5,060,736.86
0.53	mile portland cement concrete pavement, divided 6-lane	821,500.00
0.40	mile experimental bituminous concrete surfacing	75,534.20
3.37	miles earth grading	842,581.88
1	bridge, deck sealant applied	49,260.00
2.75	miles expressway lighting and signing	380,709.65
7.82	miles expressway lighting	1,148,033.75
3.90	miles roadside landscaping	418,841.20
9.00	miles roadside cultivating, fertilizing, and mowing	35,200.00
7.00	miles weed control spraying	970.00
3.00	miles roadside mowing	7,290.00
	Installation of highway surveillance system, ramp metering, and electrical work	588,611.35
	Total	$ 9,429,268.89

EDENS EXPRESSWAY

10.02	miles road guard construction	$ 1,187,241.25
10.85	miles expressway lighting modified	1,577,126.08
4	highway grade separation structures, decks resurfaced	137,543.10
1	combination railroad-highway grade separation structure, deck resurfaced	181,593.50
15.00	miles roadside cultivating, fertilizing , and mowing	42,291.75
2	engineer's field offices and laboratories	3,925.00
	Furnishing and installing highway surveillance equipment and ramp metering system	582,227.00
	Total	$3,711,947.68

EISENHOWER EXPRESSWAY

33.00	miles roadside cultivating, fertilizing, and mowing	$ 90,102.50
3.93	miles roadside landscaping	394,818.16
8.75	miles expressway lighting modified	840,340.00
1	engineer's field office and laboratory	7,500.00
	Total	$1,332,760.66

KENNEDY EXPRESSWAY

0.64	mile portland cement concrete pavement, variable width	$ 120,425.30
2	highway grade separation structures	167,816.30
1.06	miles furnishing and erecting expressway signing	166,000.00
35.50	miles roadside cultivating, fertilizing, and mowing	116,208.50
23.00	miles weed control spraying	4,609.20
2	engineer's field offices and laboratories	3,575.00
	Cleaning and painting overhead sign supports	6,615.00
	Expressway lighting installations	27,756.25
	Expressway signing	11,610.00
	Furnishing and installing highway surveillance, ramp metering system and electrical work	510,381.10
	Total	$ 1,134,996.65

KINGERY EXPRESSWAY

1	bridge constructed	$ 33,806.08
10.00	miles roadside cultivating, fertilizing, and mowing	31,192.00
	Total	$ 64,998.08

MOLINE EXPRESSWAY

5.99	miles pavement marking	$ 62,590.96

STEVENSON EXPRESSWAY

1	bridge, deck sealant applied	$ 49,245.50
18.39	miles expressway signing modified	145,888.33
	Total	$ 195,133.83

VARIOUS EXPRESSWAYS

12	pumping stations modified	$ 44,745.00
4.20	miles bituminous stabilized shoulders	194,251.50
300,500	lin. ft. pavement marking	90,500.00
1,434	miles roadside weed mowing	124,877.20
	Tree Spraying	38,640.00
	Highway lighting	44,069.00
	Total	$ 537,082.70
	Total expressway improvements	$ 23,283,019.50

The practice of allocating part of the State's allotment of Federal funds for expressway projects, to be dispensed by Cook County and the City of Chicago, was continued. The amounts awarded for such contracts during the 20 years preceding 1969, amounted to $286,230,352.20 by Cook County and $167,693,084.43 by the City of Chicago. Contracts awarded during 1969, amounted to $10,692,160.82 by Cook County, and none by the City of Chicago, and are listed by contracts in Part "A" of Table 21. Most of these projects are on the interstate highway system, however, contracts awarded on the Chicago Metropolitan Area Expressway System, financed with the aid of Motor Fuel Tax Funds, are listed in Section XIII, of the Bureau of Local Roads and Streets Report.

13. FREEWAYS.—Figure 4 shows the portions of Illinois Highways designated as "Freeways" with full or partial control of access. A total of 2,759.56 miles of "Freeways" have been designated as of December 31, 1968, and an additional 39.25 miles were added and 51.20 miles were rescinded during 1969, bringing the total of "Freeways" designated as of December 31, 1969 to 2,747.61 miles.

The following are the portions of Illinois highways designated as "Freeways" during 1969:

FAI Route 24 in Massac County (14.99 miles)
FAI Route 55 from Worden Wye to FAI Route 270 (14.93 miles)
FA Route 23 (Ill. 31) at interchange with Northwest Tollway north of Elgin (1.24 miles)
FA Route 53 (23rd Ave.) at interchange with FAI Route 74 in Moline (0.25 mile)
FA Route 54 (Ill.31) at interchange with US Route 14 near Crystal Lake (0.53 mile)
FA Route 155 (Broadway Street) in Alton (0.74 mile)
SBI Route 4 (Ill. 4) at intersection with FAI Route 55 east of Worden (0.56 mile)
SBI Route 13 (Ill. 13) west of Equality (4.13 miles)
SBI Route 142A (Ill. 142) at interchange with FAI Route 64 east of Mt. Vernon (0.50 mile)
SBI Route 145 (U.S. 45) at interchange with FAI Route 24 south of Marion (0.89 mile)
CH Route 6 (Ill. 143) at intersection with FAI Route 55 east of Edwardsville (0.49 mile)

The following are portions of "Freeways" rescinded during 1969:

FA Route 5 and 190 (U.S. 66) from Worden Wye to U.S. Route 40 (18.23 miles)
FA Route 10 (U.S. 150) from Carlock to Bloomington (7.70 miles)
FA Route 10 (U.S. 150) from west of Congerville to East of Carlock (8.30 miles)
FA Route 10 (U.S. 150) from Morton to west of Congerville (10.97 miles)
FA Route 12 (U.S. 40) from Mulberry Grove to west of Vandalia (6.00 miles).

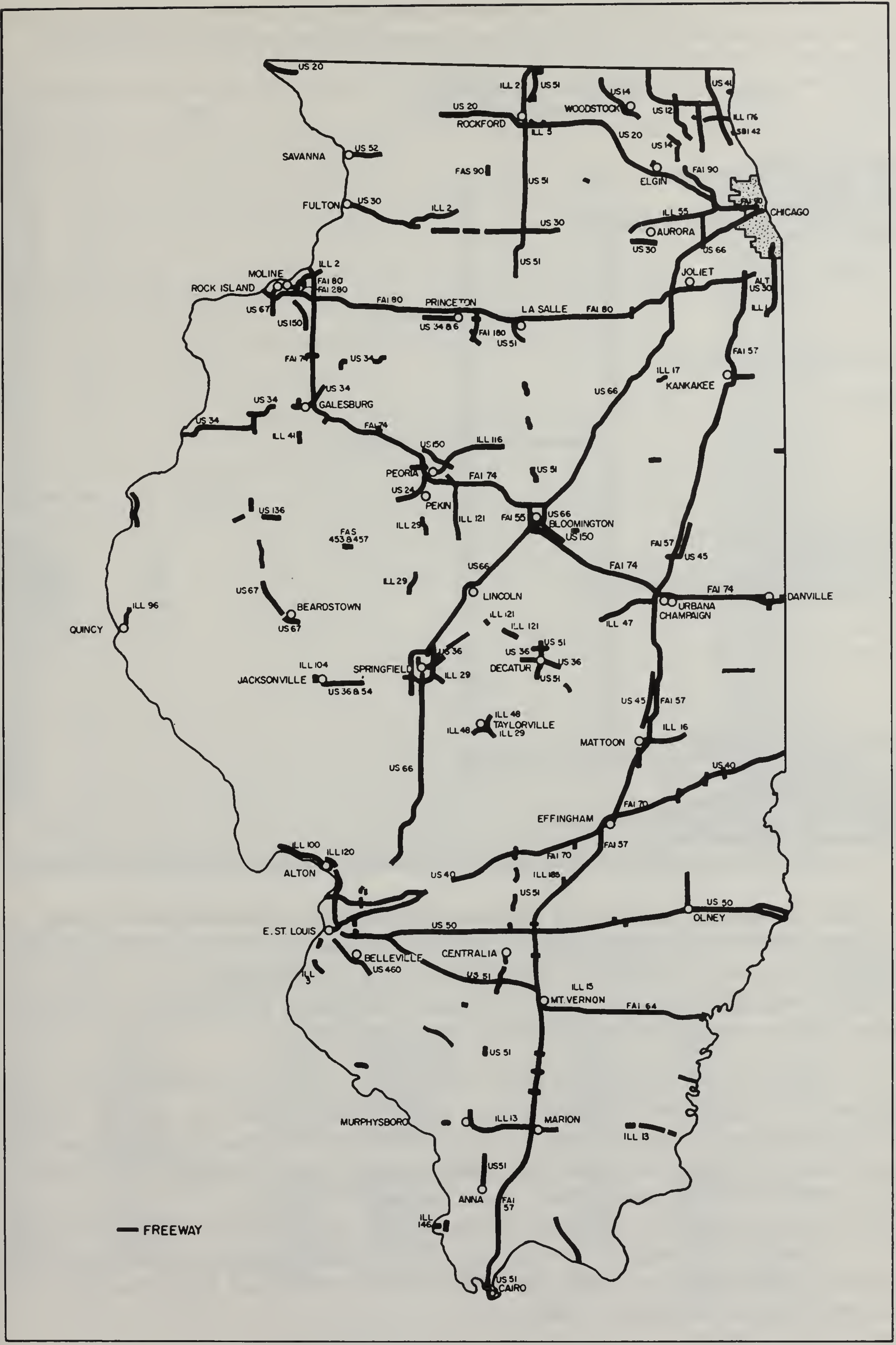


Figure 4.—Highways in Illinois Designated as Freeways

14. BRIDGES.—Bridge plans prepared, bridges placed under contract, and other bridge work accomplished during 1969 are summarized in the following tabulation:

Bridge Plans Prepared	Number
County and Township	5
County 15d and Motor Fuel Tax	2
State Bond Issue	114
Federal-aid Secondary	4
Federal-aid Primary (excluding interstate)	23
Federal-aid Interstate	62
Subtotal	210
Culvert Plans Checked	
State and Federal-aid Contracts	179
Total	389

Bridges Placed Under Contract

System	Number	Contract Price
County and Township		
County 15d and Motor Fuel Tax	1	$ 36,742.56
State Bond Issue	22	5,952,227.93
Federal-aid Secondary	19	2,408,081.15
Federal-aid Primary (excluding interstate)	37	9,755,000.51
Federal-aid Interstate	98	17,690,869.81
Total	177	$ 35,842,921.96

Other Work

Shop drawings for bridges approved	196
Steel bridges for which shop inspection of steel was made	128
Tons of structural steel inspected	21,357
Foreign plans approved	209
Stress analysis made of old bridges	203
Rating analysis made of construction equipment	58
Bridges rated for truck permits	610

Table 19 gives a summary of the number of bridge plans and specifications prepared, the number and contract price of State bridge plans awarded, and the number of foreign plans approved from 1906 thru 1930, and annually from 1931 to 1969 inclusive. It includes all bridges on State and County highways, whether awarded as independent contracts or included in the general road contracts.

15. RAILROAD STRUCTURES.—Contracts for 14 railroad-highway grade separation structures were awarded during 1969: They include six (6) new railroad grade separation structures and three (3) new combination railroad-highway grade separation structures; and reconstruction of four (4) railroad grade separation structures and one (1) combination railroad-highway grade separation structure.

In most cases, contracts for new construction are financed with 100 percent Federal-aid "G" funds, and contracts for reconstruction of railroad grade separation structures are financed with 90 percent Federal-aid railroad "G" funds and 10 percent State road funds; and are listed in detail in Table 20.

TABLE 19.—RECORD OF BRIDGE WORK, 1906-1969

Year	Plans and Specifications Prepared	Contracts Let on State Plans	Contract Price	Foreign Plans Approved [1]
1906 thru 1930	8,319	6,137	$ 34,692,985.27	16,987
1931	673	437	3,997,361.24	6,221
1932	683	603	3,988,988.46	7,546
1933	482	390	2,815,976.05	4,410
1934	419	299	4,547,005.88	5,020
1935	342	300	4,394,287.12	2,441
1936	319	258	7,742,110.07	3,060
1937	288	254	4,506,279.14	1,952
1938	304	236	3,921,100.75	1,050
1939	272	217	2,817,481.72	1,044
1940	266	194	2,838,897.03	832
1941	138	130	3,067,158.02	666
1942	220	106	1,104,427.66	279
1943	122	62	418,753.64	198
1944	149	74	817,973.77	223
1945	110	90	1,682,640.00	226
1946	128	141	3,545,550.62	450
1947	137	135	4,767,188.35	189
1948	122	93	6,779,175.89	196
1949	90	86	4,952,839.41	132
1950	164	99	2,750,017.08	122
1951	108	130	6,566,189.53	98
1952	133	120	10,785,576.92	185
1953	109	132	9,287,045.05	218
1954	171	155	13,354,854.18	324
1955	146	146	13,850,013.76	349
1956	137	166	15,167,468.10	429
1957	139	216	38,769,316.32	350
1958	171	229	36,037,644.77	427
1959	185	197	38,445,040.49	543
1960	170	258	39,001,753.11	351
1961	172	188	34,813,839.70	372
1962	158	325	48,528,443.12	274
1963	140	232	43,727,449.23	283
1964	166	259	47,057,369.07	207
1965	200	214	37,153,437.00	209
1966	132	217	42,858,040.22	162
1967	127	231	64,143,588.20	184
1968	143	181	29,138,398.14	172
1969	210	177	35,842,921.96	209
Totals	16,664	14,114	$710,676,586.04	58,590

[1] Plans prepared by County Highway Departments and others outside of the State Division of Highways.

TABLE 20.—RAILROAD GRADE SEPARATION STRUCTURE CONTRACTS AWARDED DURING 1969

Location				Highway Over or Under	Railroad	Estimated Cost to State & Railroad
Route	Section	County	Near			
FAI 64	41-8BVB	Jefferson	Mt. Vernon	Over	CE&I	[3] $ 437,270
FAI 74	74-3BVB	Piatt	Mansfield	Over	N&W	[3] 399,330
FAI 74	20-1VB-1	DeWitt	Farmer City	Over	IC	[1] 371,670
FA 1	161-VB-R	Cook	Homewood	Over	IC	[1] 145,000
FA 9	8R-VB	Henderson	Gulf Port	Over	CB&Q	[1] 286,960
FA 62	535-B-6R	Will	Lockport	Over	AT&SF	[3,4] 466,870
FA 67	128-VB-I	Madison	Maryville	Over	IT	[2] 96,880
FA 122	0910 Part 2 0910B & 0910VB	Will	Lincoln Fields	Over	CMST P&P	[1] 168,210
FA 196	1SB	Sangamon	Springfield	Under	GM&O	[1] 809,830
SBI 21	211-KV-X-VB	Cook	Glenview	Over	C&NW	[1] 288,920
SBI 49	143-VB-R	Will	Monee	Over	IC	[2] 167,390
SBI 54	1969-1DR	DuPage	Palisades	Over	AT&SF	[2,3] 193,610
SBI 71	116VB-I-1	DeKalb	Shabbona	Over	CB&Q	[2] 53,930
SBI 121	103-B-I-1	Peoria-Tazewell	Peoria & E. Peoria	Over	CB&Q, CRI&P, P&PU	[2] 645,850
					Total	$ 4,531,720

[1] Cost shown is for structure and railroad work only.
[2] Cost shown is for reconstruction of structure.
[3] Cost shown for combination railroad and highway grade separation structure is for railroad portion only.
[4] Cost shown includes adjustment of flashing light signals and gates at adjacent grade crossing.

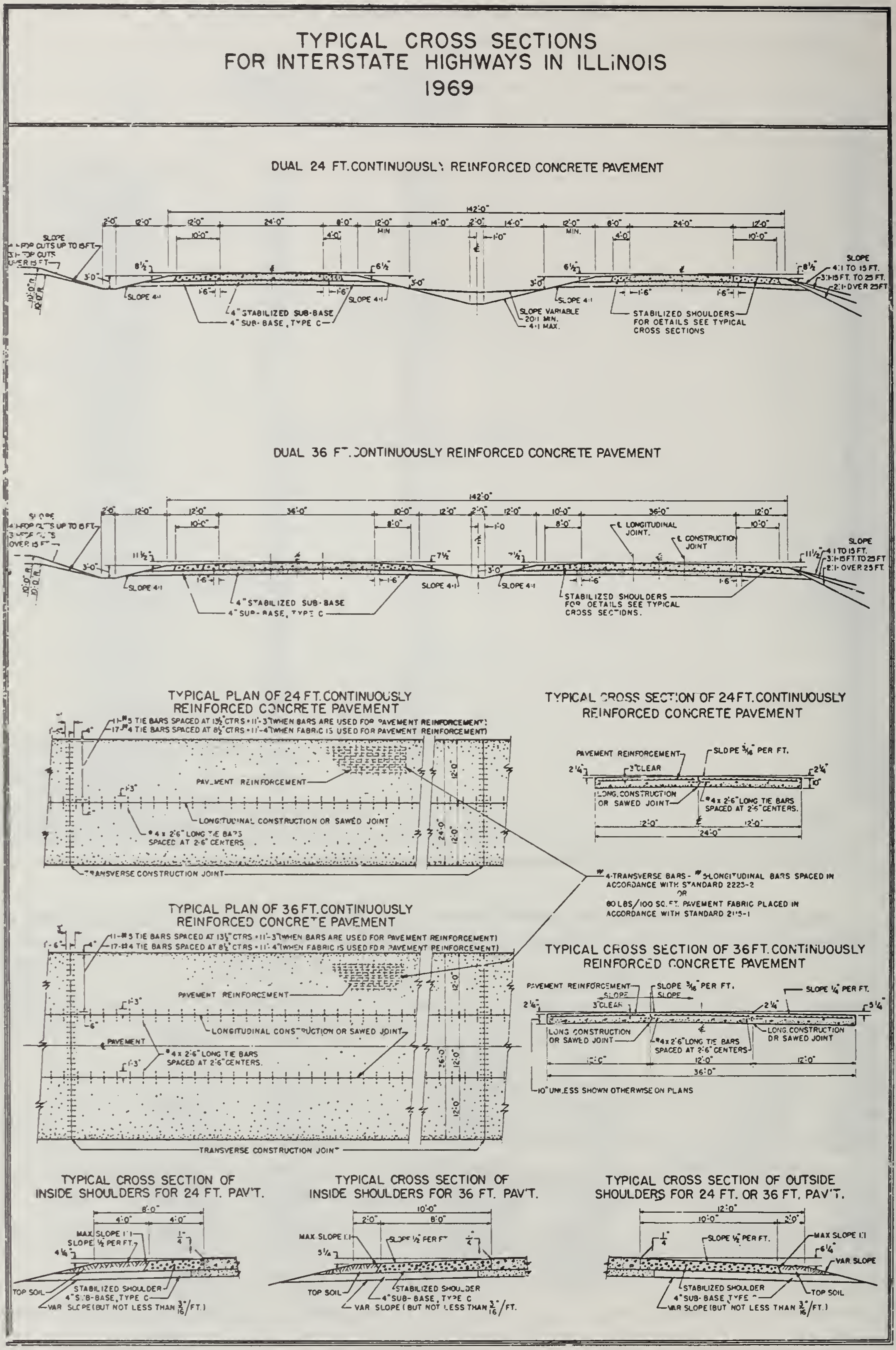
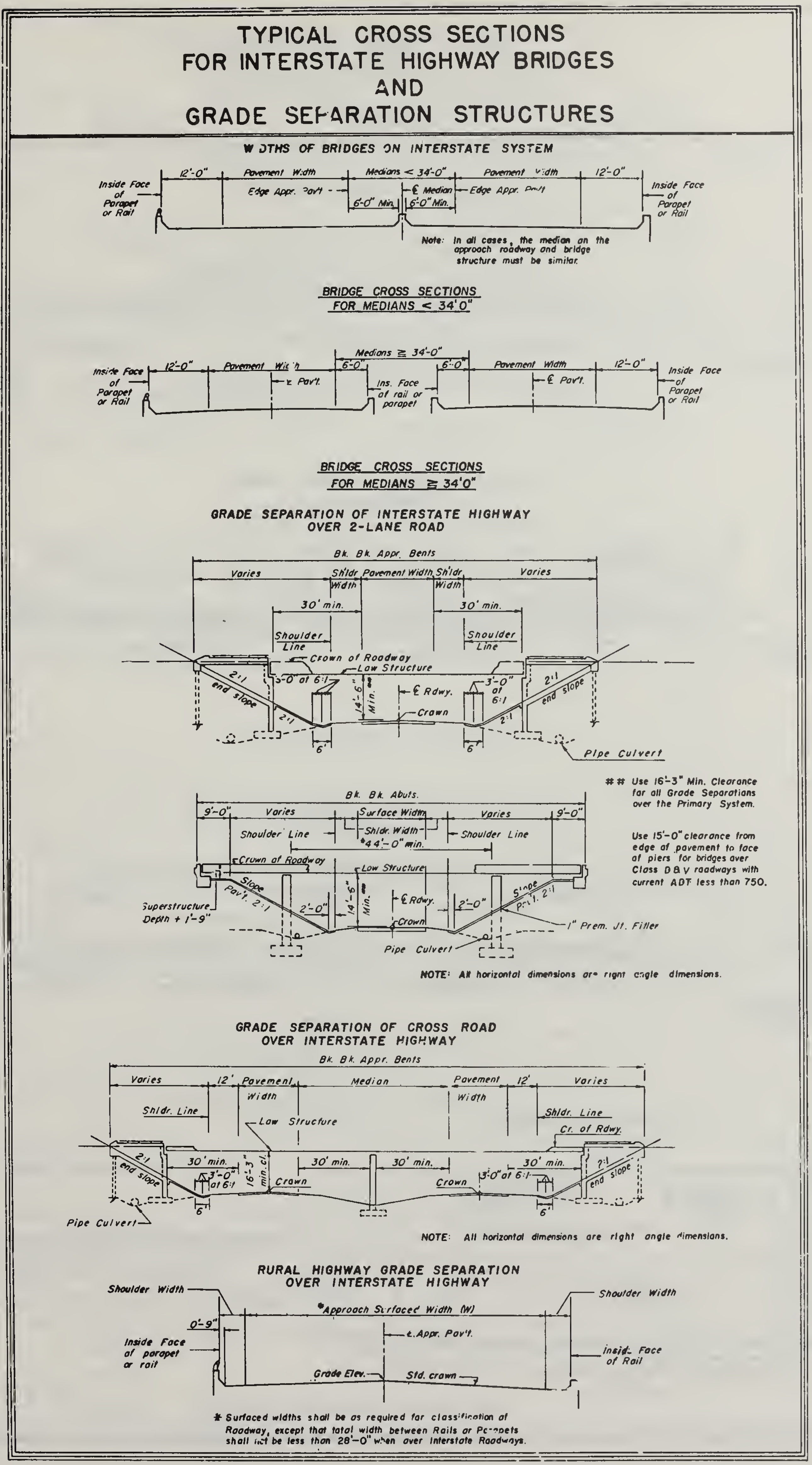

TYPICAL CROSS SECTIONS
FOR INTERSTATE HIGHWAYS IN ILLINOIS
1969
DUAL 24 FT. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
142'-0"
2'-0"
12'-0"
24'-0"
8'-0"
12'-0" MIN
14'-0"
10'-0"
4'-0"
1'-0"
SLOPE
4:1 FOR CUTS UP TO 15 FT.
3:1 FOR CUTS OVER 15 FT.
3'-0"
8½"
6½"
1'-6"
SLOPE 4:1
4" STABILIZED SUB-BASE
4" SUB-BASE, TYPE C
SLOPE VARIABLE
20:1 MIN.
4:1 MAX.
STABILIZED SHOULDERS
FOR DETAILS SEE TYPICAL CROSS SECTIONS
4:1 TO 15 FT.
3:1-15 FT. TO 25 FT.
2:1-OVER 25 FT.
DUAL 36 FT. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
36'-0"
11½"
7½"
℄ LONGITUDINAL JOINT.
℄ CONSTRUCTION JOINT
TYPICAL PLAN OF 24 FT. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
11-#5 TIE BARS SPACED AT 13½" CTRS = 11'-3" (WHEN BARS ARE USED FOR PAVEMENT REINFORCEMENT)
17-#4 TIE BARS SPACED AT 8½" CTRS = 11'-4" (WHEN FABRIC IS USED FOR PAVEMENT REINFORCEMENT)
PAVEMENT REINFORCEMENT
LONGITUDINAL CONSTRUCTION OR SAWED JOINT
#4 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS
TRANSVERSE CONSTRUCTION JOINT
1'-3"
1'-6"
4"
TYPICAL CROSS SECTION OF 24 FT. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
SLOPE 3/16" PER FT.
2¼"
3" CLEAR
10"
LONG. CONSTRUCTION OR SAWED JOINT
#4 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS.
#4-TRANSVERSE BARS - #5-LONGITUDINAL BARS SPACED IN ACCORDANCE WITH STANDARD 2223-2
OR
80 LBS/100 SQ. FT. PAVEMENT FABRIC PLACED IN ACCORDANCE WITH STANDARD 2115-1
TYPICAL PLAN OF 36 FT. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
℄ PAVEMENT
TYPICAL CROSS SECTION OF 36 FT. CONTINUOUSLY REINFORCED CONCRETE PAVEMENT
SLOPE 1/4" PER FT.
3¼"
10" UNLESS SHOWN OTHERWISE ON PLANS
TYPICAL CROSS SECTION OF INSIDE SHOULDERS FOR 24 FT. PAV'T.
MAX SLOPE 1:1
SLOPE ½" PER FT.
4⅛"
1/4"
TOP SOIL
STABILIZED SHOULDER
4" SUB-BASE, TYPE C
VAR SLOPE (BUT NOT LESS THAN 3/16"/FT.)
TYPICAL CROSS SECTION OF INSIDE SHOULDERS FOR 36 FT. PAV'T.
5¼"
TYPICAL CROSS SECTION OF OUTSIDE SHOULDERS FOR 24 FT. OR 36 FT. PAV'T.
6¼"
VAR. SLOPE

FIGURE 5.

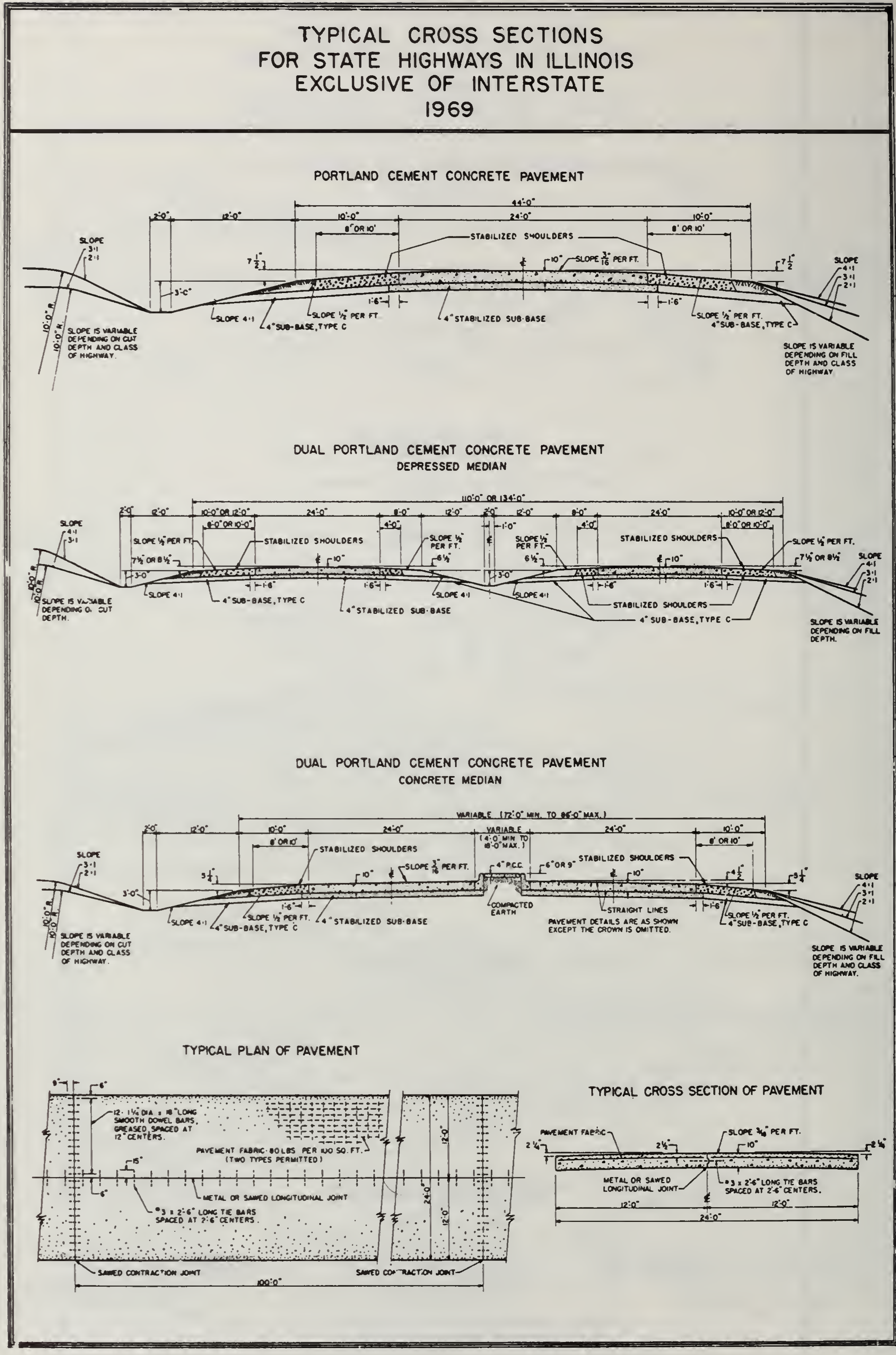


** Use 16'-3" Min. Clearance for all Grade Separations over the Primary System.

Use 15'-0" clearance from edge of pavement to face of piers for bridges over Class D & V roadways with current ADT less than 750.

* Surfaced widths shall be as required for classification of Roadway, except that total width between Rails or Parapets shall not be less than 28'-0" when over Interstate Roadways.

FIGURE 5.—Concluded



TYPICAL CROSS SECTIONS
FOR STATE HIGHWAYS IN ILLINOIS
EXCLUSIVE OF INTERSTATE
1969

PORTLAND CEMENT CONCRETE PAVEMENT

DUAL PORTLAND CEMENT CONCRETE PAVEMENT
DEPRESSED MEDIAN

DUAL PORTLAND CEMENT CONCRETE PAVEMENT
CONCRETE MEDIAN

TYPICAL PLAN OF PAVEMENT

9"
6"
12- 1¼" DIA. x 18" LONG SMOOTH DOWEL BARS, GREASED SPACED AT 12" CENTERS.
PAVEMENT FABRIC-80 LBS. PER 100 SQ. FT. (TWO TYPES PERMITTED)
15"
6"
METAL OR SAWED LONGITUDINAL JOINT
#3 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS.
12'-0"
24'-0"
12'-0"
SAWED CONTRACTION JOINT
SAWED CONTRACTION JOINT
100'-0"

TYPICAL CROSS SECTION OF PAVEMENT

PAVEMENT FABRIC
SLOPE 3/16" PER FT.
2¼"
2½"
10"
2¼"
METAL OR SAWED LONGITUDINAL JOINT
#3 x 2'-6" LONG TIE BARS SPACED AT 2'-6" CENTERS.
℄
12'-0"
12'-0"
24'-0"

FIGURE 6.

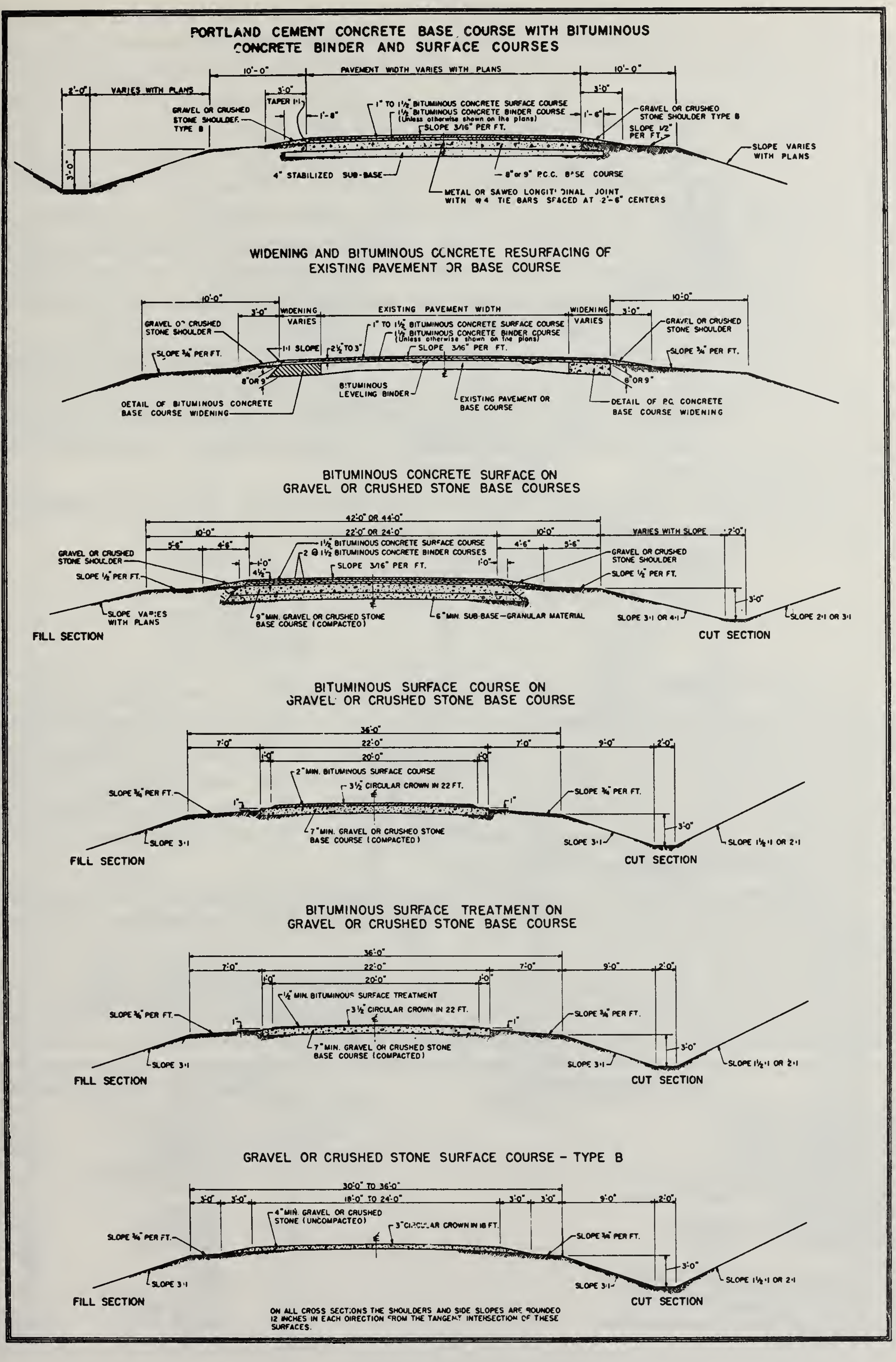

PORTLAND CEMENT CONCRETE BASE COURSE WITH BITUMINOUS CONCRETE BINDER AND SURFACE COURSES
2'-0"
VARIES WITH PLANS
10'-0"
PAVEMENT WIDTH VARIES WITH PLANS
10'-0"
3'-0"
TAPER 1:1
1'-8"
1'-6"
GRAVEL OR CRUSHED STONE SHOULDER TYPE B
1" TO 1½" BITUMINOUS CONCRETE SURFACE COURSE
1½" BITUMINOUS CONCRETE BINDER COURSE (Unless otherwise shown on the plans)
SLOPE 3/16" PER FT.
GRAVEL OR CRUSHED STONE SHOULDER TYPE B
SLOPE 1/2" PER FT.
SLOPE VARIES WITH PLANS
3'-0"
4" STABILIZED SUB-BASE
8" or 9" P.C.C. BASE COURSE
METAL OR SAWED LONGITUDINAL JOINT WITH #4 TIE BARS SPACED AT 2'-6" CENTERS
WIDENING AND BITUMINOUS CONCRETE RESURFACING OF EXISTING PAVEMENT OR BASE COURSE
10'-0"
3'-0"
WIDENING VARIES
EXISTING PAVEMENT WIDTH
WIDENING VARIES
3'-0"
10'-0"
GRAVEL OR CRUSHED STONE SHOULDER
1" TO 1½" BITUMINOUS CONCRETE SURFACE COURSE
1½" BITUMINOUS CONCRETE BINDER COURSE (Unless otherwise shown on the plans)
GRAVEL OR CRUSHED STONE SHOULDER
SLOPE ¾" PER FT.
1:1 SLOPE
2½" TO 3"
SLOPE 3/16" PER FT.
SLOPE ¾" PER FT.
8" OR 9"
BITUMINOUS LEVELING BINDER
EXISTING PAVEMENT OR BASE COURSE
8" OR 9"
DETAIL OF BITUMINOUS CONCRETE BASE COURSE WIDENING
DETAIL OF P.C. CONCRETE BASE COURSE WIDENING
BITUMINOUS CONCRETE SURFACE ON GRAVEL OR CRUSHED STONE BASE COURSES
42'-0" OR 44'-0"
10'-0"
22'-0" OR 24'-0"
10'-0"
VARIES WITH SLOPE
2'-0"
5'-6"
4'-6"
4'-6"
5'-6"
1½" BITUMINOUS CONCRETE SURFACE COURSE
2 @ 1½" BITUMINOUS CONCRETE BINDER COURSES
GRAVEL OR CRUSHED STONE SHOULDER
GRAVEL OR CRUSHED STONE SHOULDER
1'-0"
4½"
SLOPE 3/16" PER FT.
1'-0"
SLOPE ½" PER FT.
SLOPE ½" PER FT.
3'-0"
SLOPE VARIES WITH PLANS
9" MIN. GRAVEL OR CRUSHED STONE BASE COURSE (COMPACTED)
6" MIN. SUB-BASE—GRANULAR MATERIAL
SLOPE 3:1 OR 4:1
SLOPE 2:1 OR 3:1
FILL SECTION
CUT SECTION
BITUMINOUS SURFACE COURSE ON GRAVEL OR CRUSHED STONE BASE COURSE
36'-0"
7'-0"
22'-0"
7'-0"
9'-0"
2'-0"
1'-0"
20'-0"
1'-0"
2" MIN. BITUMINOUS SURFACE COURSE
3½" CIRCULAR CROWN IN 22 FT.
SLOPE ¾" PER FT.
SLOPE ¾" PER FT.
1"
1"
3'-0"
7" MIN. GRAVEL OR CRUSHED STONE BASE COURSE (COMPACTED)
SLOPE 3:1
SLOPE 3:1
SLOPE 1½:1 OR 2:1
FILL SECTION
CUT SECTION
BITUMINOUS SURFACE TREATMENT ON GRAVEL OR CRUSHED STONE BASE COURSE
36'-0"
7'-0"
22'-0"
7'-0"
9'-0"
2'-0"
1'-0"
20'-0"
1'-0"
½" MIN. BITUMINOUS SURFACE TREATMENT
3½" CIRCULAR CROWN IN 22 FT.
SLOPE ¾" PER FT.
SLOPE ¾" PER FT.
1"
1"
3'-0"
7" MIN. GRAVEL OR CRUSHED STONE BASE COURSE (COMPACTED)
SLOPE 3:1
SLOPE 3:1
SLOPE 1½:1 OR 2:1
FILL SECTION
CUT SECTION
GRAVEL OR CRUSHED STONE SURFACE COURSE - TYPE B
30'-0" TO 36'-0"
3'-0"
3'-0"
18'-0" TO 24'-0"
3'-0"
3'-0"
9'-0"
2'-0"
4" MIN. GRAVEL OR CRUSHED STONE (UNCOMPACTED)
3" CIRCULAR CROWN IN 18 FT.
SLOPE ¾" PER FT.
SLOPE ¾" PER FT.
3'-0"
SLOPE 3:1
SLOPE 3:1
SLOPE 1½:1 OR 2:1
FILL SECTION
CUT SECTION
ON ALL CROSS SECTIONS THE SHOULDERS AND SIDE SLOPES ARE ROUNDED 12 INCHES IN EACH DIRECTION FROM THE TANGENT INTERSECTION OF THESE SURFACES.

FIGURE 6.—Concluded

16. RAILROAD GRADE CROSSINGS.—Contract agreements for constructing, relocating, and modifying railroad-highway grade crossings and automatic safety protection at 20 highway-railroad crossings, excluding Federal-aid secondary road crossings, were negotiated with their respective railroad companies during 1969. The improvements include the installation of automatic flashing light signals at 2 primary highways and 2 secondary road crossings; modification of flashing light signals at one primary highway, and one secondary road crossing; relocation of flashing light signals at 4 primary highway crossings; automatic flashing light gates installed at 3 secondary road crossings, and at one relocated road, crossing interstate highway; flashing light gate relocated at one primary highway; railroad grade crossings widened at 7 primary highways, and 2 secondary road crossings; railroad grade crossing relocated at one primary highway; and railroad grade crossings rehabilitated at 3 primary highway crossings.

The estimated cost of the above railroad-highway grade crossing improvements, at 14 primary highways and 6 State secondary roads, amounted to $335,072.45. Of this amount $105,168.00 was awarded for primary highway-railroad grade crossing improvements, and $229,904.45 was awarded for State secondary road-railroad grade crossing improvements.

The participants in financing the railroad grade crossing automatic protection installations and other railroad grade crossing improvements, are as follows:

Federal Government	$ 25,726.00
State	217,060.50
Railroads	92,285.95
Total	$335,072.45

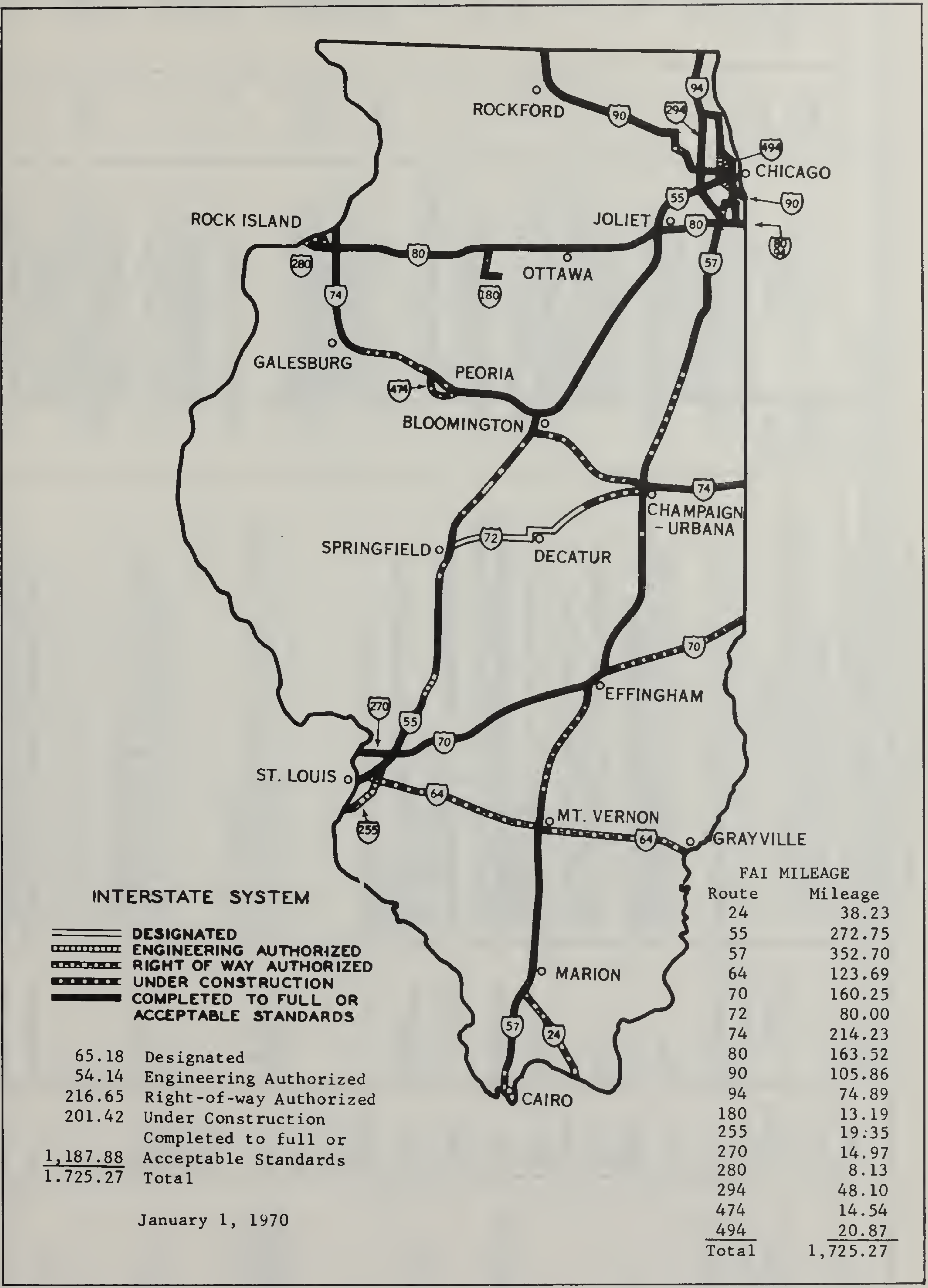
17. INTERSTATE HIGHWAYS.—The designation of the National System of Interstate Highways of not more than 40,000 miles, to connect the principal cities and industrial centers of the Nation, was authorized by the Federal-aid Highway Act of 1944. Approval for 37,681 miles on the nationwide system was given by the Federal Government in 1947, of which, 1,500 miles was allocated to the State of Illinois. Additional mileage to bypass urban areas was designated in 1955, which increased the State's system of interstate highways by 1,600 miles.

The Federal-aid Highway Act of 1956 authorized an additional 1,000 miles to the Nation's system and changed the name to the "National System of Interstate and Defense Highways".

A summary of the principal improvements, awarded by contracts on the interstate highway system in Illinois, by the State, Cook County, and the City of Chicago, exclusive of construction by the Toll Road authorities, is given in the following tabulation:

Type of Improvement	Prior to 1969	During 1969
8-lane rigid pavement	13.48 mi.	
6-lane rigid pavement	51.31 mi.	7.51 mi.
4-lane rigid pavement	726.99 mi.	145.64 mi.
3-lane rigid pavement	2.66 mi.	
2-lane rigid pavement	177.40 mi.	4.16 mi.
Converting 2-lane to a divided 4-lane rigid pavement	239.03 mi.	8.08 mi.
Bituminous concrete surfacing	234.75 mi.	51.17 mi.
Earth grading	233.60 mi.	66.28 mi.
Bridges	403	28
Highway grade separation structures	1,010	39
Railroad grade separation structures	273	8
Flexible-type pavements	[1] 99.25 mi.	4.39 mi.
Shoulder construction or rehabilitation	[2] 353.84 mi.	135.28 mi.
Highway lighting	[3] 118.81 mi.	41.36 mi.
Total cost of all interstate highway improvements including additional items not listed above	$1,456,226,539.81	$152,668,917.29

[1] Not reported prior to 1957
[2] Not reported prior to 1961
[3] Not reported prior to 1966



65.18	Designated
54.14	Engineering Authorized
216.65	Right-of-way Authorized
201.42	Under Construction
1,187.88	Completed to full or Acceptable Standards
1.725.27	Total

January 1, 1970

FAI MILEAGE

Route	Mileage
24	38.23
55	272.75
57	352.70
64	123.69
70	160.25
72	80.00
74	214.23
80	163.52
90	105.86
94	74.89
180	13.19
255	19:35
270	14.97
280	8.13
294	48.10
474	14.54
494	20.87
Total	1,725.27

Figure 7.

TABLE 21.—DETAILED TABULATION OF STATE HIGHWAY CONTRACTS AWARDED DURING 1969, EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS.

PART A.—REGULAR CONSTRUCTION

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE STATE

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 57	02-1-2A	Int.	Alexander	On FAI 57 north of Cairo	0.42	Roadway grading	80	$ 642,703.57
						Erosion control		242,910.05
						Engr's. field office		9,000.00
FAI 70	3-4LS	Int.	Bond	Along FAI 70 from 2 mi. west of Ill. 127 southwest of Greenville to CH 13 south of Smithboro	5.06	Roadside landscaping		68,043.18
		State I		Non-Federal-aid portion of landscaping				52,578.42
		Int.				Engr's. field office		900.00
FAI 70	3-5LS	Int.	Bond	Along FAI 70 from CH 13 south of Smithboro to Bond-Fayette County line	5.17	Roadside landscaping		60,354.65
		State I		Non-Federal-aid portion of landscaping				38,623.75
		Int.				Engr's. field office		1,000.00
FAI 80	06-4RA	Int.	Bureau	At two (2) interstate rest area complexes in Bureau County	0.50	Landscaping		33,771.07
FAI 57	(10-32,33,34-1)LS	Int.	Champaign	Along FAI 57 from junction with Monticello Road to junction with FAI 74 northwest of Champaign	9.53	Roadside landscaping		160,504.50
						Engr's. field office		1,500.00
FAI 57	10-33L	Int.	Champaign	At interchange of FAI 57 with FAI 72 about 1.5 mi. west of Champaign		Fur. & inst. hwy. lighting		53,523.97
FAI 57	10-37,10,27-38	Int.	Champaign-Ford	FAI 57 from west of Rantoul to southwest of Paxton	9.47	Cont. reinf. conc. pavt.	2@24	3,359,876.95
		State I		Non-Federal-aid portion of pavement				501,853.00
		Int.				Erosion control		141,898.57
		Int. G				Erosion control		11,277.73
					0.60	Cont. reinf. conc. pavt.	2@24	249,355.80
		Int.				Engr's. field office		2,500.00
FAI 57	10-(37A,37B,38A), 27-38A	Int.	Champaign-Ford	Future FAI 57 between west of Rantoul and southwest of Paxton	10.02	Roadway grading	180	1,154,124.55
		Int. G						422,886.81
		Int.				RC triple box culv.		92,357.70
						Erosion control		284,945.47
		Int. G						25,570.16
		Int.				Engr's. field office		2,000.00
FAI 74	10-4-1HB-1	Int.	Champaign	On County Highway 29 over FAI 74 about 1 mi. northwest of Mahomet		Hwy. gr. sep. struct.		125,577.52
					0.23	Flex. base with bit. surf. treat.		62,478.40
						5.3 acres erosion control		6,485.00
						Engr's. field office		3,400.00
FAI 74	10(4,5,5-1)LS	Int.	Champaign	Along FAI 74 from west of intersection with Ill. 47 north of Mahomet to west of Champaign	8.41	Roadside landscaping		152,952.50
FAI 74	(10-5,14)L	Int.	Champaign	At five (5) interchanges on FAI 74 north of Champaign		Furn. & instl. hwy. lighting		465,469.34
						Engr's. field office		1,637.50

FAI 74	10-41-HB-2	Int.	Champaign	On Township Road 32 over FAI 74 about 0.25 mi. northwest of Mahomet		Hwy. gr. sep. struct.		144,417.30
					0.31	Flex. base with bit. surf. treat.		122,756.90
						7.0 acres erosion control		13,318.90
						Engr's. field office		3,400.00
FAI 70	12(50,51,52)	Int.	Clark	FAI 70 from 4 mi. northeast of Casey east to north of Marshall	14.89	Cont. reinf. conc. pavt.	2@24	6,456,818.57
						256 acres erosion control		146,966.50
						Engr's. field office		10,000.00
FAI 70	12(52,53,54)SG	Int.	Clark	Along FAI 70 from 1.5 mi. north of Marshall easterly to Illinois-Indiana State line	8.87	Furn. & erecting traffic signs & delineators		112,337.59
						Engr's. field office		1,050.00
FAI 70	12(50,51,52)A,12 (50B-1,52B,52B-1, 52B-2,52B-3)	Int.	Clark	Future FAI 70 between west of Martinsville and north of Marshall	14.89	Roadway grading	142	3,255,561.79
						4-RC triple box culvs.		376,415.40
						RC double box culv.		62,800.00
						Erosion control		848,240.95
						Utility adjustments		18,480.00
						Engr's. field office		8,000.00
FAI 64	14-1B	Int.	Clinton	On FAI 64 over Sugar Creek about 0.5 mi. west of Damiansville		Dual bridges		500,187.38
						1.0 acre erosion control		1,113.30
		State I		Non-Federal-aid portion of erosion control				862.79
		Int.				Engr's. field office		5,816.00
FAI 64	14-1HB-2	Int.	Clinton	On FAS 785 over FAI 64 about 1.5 mi. west of Damiansville		Hwy. gr. sep. struct.		150,878.95
					0.50	Aggregate surf. course	12	7,012.35
					0.25	Flex. base with bit. surf. treat.	18	64,206.78
						5.8 acres erosion control		3,332.50
						Engr's. field office		3,500.00
FAI 57	15-22LS	Int.	Coles	Along FAI 57 from US 45 interchange northeasterly	6.81	Roadside landscaping		198,471.80
						Engr's. field office		500.00
FAI 57	(15-23,34;15,21-25; 21-26,27)SG	Int.	Coles-Douglas	Along FAI 57 between Mattoon and Tuscola	21.30	Furn. & erecting traffic signs & delineators		81,691.08
						Engr's. field office		1,308.92
FAI 55	X-710-1969-3-SGM	Int.	Cook-DuPage	On Stevenson Expressway from about 0.4 mi. west of Cook-DuPage County line to Lake Shore Drive	18.39	Hwy. signing modified		26,720.70
		State I		Non-Federal-aid portion of contract				119,167.63
FAI 55	X-1969-15-Q	State I	Cook	Structures on Stevenson Expressway (FAI 55) between Halsted Street and Joliet Road in and near Chicago		Bridge deck sealant applied		49,245.50

TABLE 21.—Continued.
PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FAI 80	1219-843-I	Int.	Cook	On Moline Expressway (FAI 80) from south of Tinley Park to Hazel Crest	5.99	Pavt. markings		55,818.71
				Non-Federal-aid portion of contract				6,772.25
FAI 90	0103-301	Int.	Cook	FAI 90 west of Elk Grove Village	2.18	Cont. reinf. conc. pavement	2@36	3,442,149.48
		State I		Non-Federal-aid portion of pavement				46,645.80
		Int.				Two (2) RC box culverts		96,667.30
						Engr's. field office		10,000.00
FAI 90	0305-302K,0404-313HB 0404-316HB	Int.	Cook	FAI 90 between south of Schaumburg Road and south of Gulf Road	1.43	Cont. reinf. conc. pavt.	2@36	5,675,730.62
		FI			0.33	Cont. reinf. conc. pavt.	2@36	403,491.74
		State I		Non-Federal-aid portion of pavement				34,031.70
		Int.		On FAI 90 over Higgins Road and over Woodfield Drive		Two (2) dual hwy. gr. sep. structs.		970,615.10
						Traffic control signals		134,738.00
						Engr's. field office		8,500.00
FAI 90	0405-314HB	Int.	Cook	On FAI 90 over Golf Road in Rolling Meadows		Dual hwy. gr. sep. structs.		455,508.98
		FI						418,882.45
		Int.			0.20	PCC pavement	2@36	183,861.82
						Traffic control signals		62,858.30
						Engr's. field office		4,700.00
		FI						4,700.00
FAI 90	100(1HB-Y,1HB-2)	UI	Cook-DuPage	At interchange of FAI 90 with SBI 54 at Elmhurst		Two(2)hwy.gr.sep.structs.		370,218.45
					1.38	Cont. reinf. conc. pavt.	16 & var.	553,600.28
		State I		Non-Federal-aid portion of pavement				27,285.50
		UI				Hwy. lighting		82,050.00
						Engr's. field office		6,800.00
FAI 90	X-103-1968-2LR	Int.	Cook	Along Eisenhower Expressway (FAI 90) in Chicago, Hillside, and Forest Park	8.75	Hwy. lighting modified		840,340.00
						Engr's. field office		7,500.00
FAI 90	X-410-1969-4LS	State I	Cook	Along Eisenhower Expressway (FAI 90) between Sacramento Blvd. and Ogden Ave. in Chicago	1.45	Roadside landscaping		167,995.71
FAI 90	X-410-1969-5LS	State I	Cook	At the Chicago Circle Interchange of Eisenhower and Dan Ryan Expressways in Chicago		Roadside landscaping		127,835.70
FAI 90	X-410-1969-8LS	State I	Cook	Along Eisenhower Expressway (FAI 90) between Kostner Ave. and Sacramento Blvd. in Chicago	1.78	Roadside landscaping		159,821.75
FAI 90 & 94	X-210-1969-6-RHLP	Int.	Cook	Along Eisenhower, Kennedy, Dan Ryan, and Calumet Expressways (FAI 90 & 94)		Hwy. lighting modified		44,069.00
				(For balance of contract see Part A-Primary-FA Route 173-Section X-210-1969-6-RHLP-Cook County)				
FAI 94	X-102-1968-5JM&LR	Int.	Cook	Along Edens Expressway (FAI 94) from Lake-Cook County line southerly to Montrose Ave.	9.66	Road guard constr.		1,119,840.05
					9.60	Hwy. lighting modified		1,409,031.63
						Engr's. field office		2,000.00
				(For balance of contract see Part A-Primary-FA Route 99-Sec. X-102-1968-5JM&LR-Lake County)				

FAI 94	X-210-1968-4-I	Int.	Cook	On Kennedy Expressway (FAI 94) between north of Van Buren Street and south of Ohio Street exit ramp in Chicago	1.06	Furn. & erecting traffic signs		127,243.50
		State I		Non-Federal-aid portion of contract				38,756.50
FAI 94	X-310-1968-47-RS	Int.	Cook	On W.B. Kingery Expressway over Thorn Creek		Bridge		2,850.00
		State I		Non-Federal-aid portion of bridge				30,956.08
		Int.		On Calumet Expressway (FAI 94) over Little Calumet River		Bridge		12,828.10
		State I		Non-Federal-aid portion of bridge				183,682.83
		Int.		On Calumet Expressway over Michigan Central RR, B&OCT & INB RR and GTW RR		RR gr. sep. struct.		42,989.05
		State I		Non-Federal-aid portion of RR structure				193,374.68
		Int.		On Calumet Expressway over Frontage Rd.		Hwy. gr. sep. struct.		5,744.40
		State I		Non-Federal-aid portion of structure				45,376.86
		Int.		On Calumet Expressway over Dalton Ave. and other routes and ramps		Hwy. gr. sep. struct.		29,438.00
		State I		Non-Federal-aid portion of structure				224,205.95
		Int.		On N.B. Calumet Expressway over Thorn Creek		Bridge		8,772.90
		State I		Non-Federal-aid portion of bridge				29,683.50
		Int.		On Calumet Expressway over Greenwood Rd. and Penn. RR		Comb. RR-Hwy. gr. sep. struct.		
		State I		Non-Federal-aid portion of RR-hwy. structure				43,258.25
		Int.				Engineers field office		3,800.00
						110.5 stations of road guard constr.		88,140.00
		State I		Non-Federal-aid portion of road guard constr.		28.6 stations		47,276.00
		Int.				2,161 stations pavt. marking		82,105.00
				All on Calumet Expressway (FAI 94) or adjacent thereto between 130th Street and Kingery Expressway				
				(For balance of contract see Parts B and C-Interstate-FAI Route 94-Sec. X-310-1968-47-RS-Cook County-District 10)				
FAI 94	X-310-1968-47-RS-F	State I	Cook	Delivered to District 10 Maintenance Yard in South Holland		Fur. & Fab. iron grates and finger plates		43,333.41
FAI 94	X-310-1969-10-1&BR	Int.	Cook	On Southbound Calumet Expressway (FAI 94) between 167th Street and Kingery Expressway	0.45	Furn. & erecting traffic signs		117,978.90
					0.50	Hwy. lighting		52,722.30
		State I		Non-Federal-aid portion of highway lighting				17,745.00
		Int.				Engr's. field office		7,000.00
				(For balance of contract see Part B-Interstate-same Route-Section and County-Dist. 10)				
FAI 94	X-510-1969-7-SR-1& SG	UI	Cook	On Kennedy Expressway (FAI 94) between Diversey Ave. and Belmont Ave. in Chicago	0.64	PCC pavement	16, var.	113,730.80
		State I		Non-Federal-aid portion of pavement				6,694.50
		UI				Highway lighting		27,756.25
						Hwy. signing		11,610.00
FAI 94	X-610-1969-13RS	State I	Cook	On Dan Ryan Expressway (FAI 94) from south of eastbound Garfield Blvd. northerly	0.40	Experimental bit. conc. resurf.	24	75,534.20
FAI 94	0305-489EI	Int.	Cook	Edens Expressway (FAI 94) between Ohio and Church Streets in Chicago, Lincoln wood, Morton Grove and Skokie		Furn.&instl.hwy.surveillance equipment and a ramp metering system		246,500.00

TABLE 21.—Continued.

PART A.—Continued.

Route [1]	Section	Class [2]	County	Location	Length in Miles	Type of Work [3]	Width in Feet	Contract Price
FAI 94	0305-489I	Int.	Cook	(For balance of contract see Part A-Primary-FA Route 173-Section 1116-497EI-Cook County) Edens and Kennedy Expressways (FAI 94) from Church Street in Skokie southerly to Ohio St. in Chicago	......	Electrical work for ramp metering and surveillance system	......	469,894.25
						Engr's. field office	......	3,850.00
FAI 94	1502-938EI	Int.	Cook	(For balance of contract see Part A-Primary-FA Route 173-Sec. 1116-490I-Cook County) At various locations on Dan Ryan Expressway (FAI 94)	......	Installation of detection and telemetry equipment for surveillance system	......	166,090.00
FAI 94	1502-938I	Int.	Cook	On Dan Ryan Expressway (FAI 94) at entrance and exit ramps and transfer roadways, all between Eisenhower Expressway and 99th Street in Chicago	......	Installation of an electrical underground system and cabinets for a surveillance system	......	418,521.35
						Engr's. field office	......	4,000.00
FAI 94	X-1969-14-Q	State I	Cook	Structures on Dan Ryan Expressway (FAI 94) from 14th Street south to 28th Street	......	Bridge deck sealant applied	......	49,260.00
Various	1969-25-I	State I	Cook	On various expressways in Cook County	......	Twelve (12) pumping stations modified	......	44,745.00
FAI 70	18-48; 18,12-49	Int.	Cumberland-Clark	On pregraded roadbed of FAI 70 between 2 mi. northeast of Greenup and 4 mi. northeast of Casey	10.84	Cont. reinf. conc. pavt.	2@24	4,492,830.90
						40.5 acres erosion control	......	47,402.85
						Engr's. field office	......	10,000.00
FAI 70	(18-48A,18,12-49A), 12-49B	Int.	Cumberland-Clark	Future FAI 70 between Greenup and Martinsville	10.84	Roadway grading	142	1,406,148.69
						Erosion control	......	368,022.00
						RC box culv.	......	91,224.60
						Engr's. field office	......	7,500.00
FAI 74	20-1B	Int.	DeWitt	On FAI 74 over tributary stream to Salt Creek about 0.5 mile north of Farmer City	......	Dual bridges	......	482,660.25
						Engr's. field office	......	2,000.00
FAI 74	20-1HB	Int.	DeWitt	On Township Road 5 over FAI 74 about 2 miles northwest of Farmer City	......	Hwy. gr. sep. struct.	......	154,010.70
					0.46	Flex. base with bit. surf. treat. A-3	18	121,959.70
						6 acres erosion control	......	7,985.60
						Engr's. field office	......	4,000.00

FAI 74	20-1HB-1	Int.	DeWitt	On FAI 74 over Township Road 45 about 0.5 mi. north of Farmer City		Dual hwy. gr. sep. structs.		243,288.00
						Engr's. field office		1,000.00
FAI 74	20-1HB-2,20-1HB-1, 20-1HB-2	Int.	DeWitt	On FA 65 over FAI 74		Hwy. gr. sep. struct.		343,580.55
				On FA 65 and FAI 74 over Salt Creek		Dual bridges		479,975.10
					0.65	PCC pavement	2@14	487,152.65
						23 acres erosion control		27,022.00
				All about 0.5 mi. east of Farmer City		Engr's. field office		2,000.00
FAI 74	20-1VB-1	Int. G	DeWitt	On FAI 74 over IC RR about 0.6 mi. north of Farmer City		Dual RR gr. sep. structs		367,848.02
						Engr's. field office		2,000.00
FAI 57	21-28,21,10-29	Int.	Douglas-Champaign	FAI 57 from Tuscola to Pesotum	6.68	Cont. reinf. conc. pavt.	2@24	2,129,505.74
		State I		Non-Federal-aid portion of pavement				126,149.07
		Int.				66.4 acres erosion control		38,422.27
						Engr's. field office		6,800.00
		Int. G			0.72	Cont. reinf. conc. pavt.	2@24	591,346.03
		State I		Non-Federal-aid portion of pavement				400,136.23
		Int. G				10.9 acres erosion control		7,559.12
FAI 55	22-1AC-1	Int.	DuPage	Along FAI 55 (US 66) from Garfield Street to DuPage-Cook County Line Road in Burr Ridge	0.57	Hwy. fencing		16,368.00
FAI 55	(22-1,22-2,99-1)J	Int.	DuPage-Will	On 19.19 mi. of FAI 55 from southeast of Plainfield to Burr Ridge	6.28	Road guards and delineators		61,748.00
						Drainage improvements		209,635.30
						Engr's. field office		2,000.00
FAI 90	22-1HB-6	Int.	DuPage	On Mill Road over FAI 90 in Addison		Hwy. gr. sep. struct.		215,111.64
						4.6 acres erosion control		14,411.50
						Utility adjustments		5,626.00
						Engr's. field office		7,500.00
				(For balance of contract see Part B-same route, section, and County-Dist. 1)				
FAI 90	22-1-1,22-1B-1,22-1HB-7,22-3F	Int.	DuPage	FAI 90 between Wooddale and Itasca Roads	2.68	Cont. reinf. conc. pavt.	2@24	3,022,393.31
		State I		Non-Federal-aid portion of pavement				61,640.00
		Int.		On FAI 90 over Addison Ave.		Dual hwy. gr. set. structs.		359,723.67
						Erosion control		99,028.95
				On FAI 90 over Salt Creek		Bridge		566,917.54
						Utility adjustments		9,247.10
						Engr's. field office		8,375.00
						Hwy. fencing		31,845.80
FAI 90	22-2HB	Int.	DuPage	On FAI 90 over relocated Wooddale Road at Addison		Dual hwy. gr. sep. structs		304,993.25
						Engr's. field office		4,700.00
				(For balance of contract see Part A-Primary-FA Route 6-Section 4YBR-DuPage County)				
FAI 90	22-2,22-2HB(1,2,3,4),22-2L	Int.	DuPage	FAI 90 between York and Wooddale Roads	1.62	Cont. reinf. conc. pavt.	2@24	4,897,176.58
		State I		Non-Federal-aid portion of pavement				75,934.88
		Int.		On Lake Street over Ill. 83		Hwy. gr. sep. struct.		257,961.65
				On FAI 90 over Ill. 83 and over Church Street		Three (3) hwy. gr. sep. structs.		1,411,603.90
						Conc. paved approaches	40	60,688.70
						Traffic control signals		7,426.00
						Hwy. lighting		195,923.40
						Engr's. field office		5,750.00

TABLE 21.—Continued.
PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
				(For balance of contract see Part A-Primary-FA Route 102-Section 540(HBR,R)-DuPage County)				
FAI 57	25-6-1,13-1	Int.	Effingham-Clay	On FAI 57 from Fayette-Clay County line northeasterly to Little Wabash River about 2 mi. southwest of Watson	7.15	Cont.reinf.conc.pavt.	2@24	2,980,191.72
		Int. G			0.32	Cont.reinf.conc.pavt.	2@24	149,915.47
		Int.				Erosion control		34,791.75
		Int. G						4,202.25
		Int.				Engr's. field office		4,250.00
		Int. G						4,250.00
FAI 57	26-(1,2)	Int.	Fayette	FAI 57 from Fayette-Marion County line to Fayette-Clay County line	8.44	Cont.reinf.conc.pavt.	2@24	3,408,883.54
		State I		Non-Federal-aid portion of pavement				617,600.00
		Int.				55.5 acres erosion control		33,311.60
						Engr's. field office		13,000.00
FAI 57	26(1A,1B-1,2A, 2B-1)	Int.	Fayette	Future FAI 57 between Marion-Fayette County line west of Farina and Fayette-Clay County line northeast of Farina	8.47	Roadway grading		1,609,689.18
				Over Dismal Creek		Dual bridges		253,340.80
						RC triple box culv.		79,616.10
						Erosion control		191,920.60
						Engr's. field office		7,150.00
FAI 70	(26-0&26-1)LS	Int.	Fayette	Along FAI 70 between Mulberry Grove and Vandalia	7.35	Roadside landscaping		92,607.00
		State I		Non-Federal-aid portion of landscaping				2,800.00
						Engr's. field office		1,000.00
FAI 70	(26-4)WS	Int.	Fayette	FAI 70 about 0.75 mi. east of Brownstown	0.94	Cont.reinf.conc.pavt.	14,var.	325,266.43
		State I		Non-Federal-aid portion of pavement				43,894.00
		Int.				Hwy. signing		8,546.50
		State I		Non-Federal-aid portion of signing				13,616.25
		Int.				Erosion control		12,550.00
						Hwy. lighting		42,720.68
						Engr's. field office		6,348.09
FAI 70	(26-4)WS-1	State I	Fayette	At weigh station on FAI 70 about 1 mi. southeast of Brownstown		Furn.&install.scale components		43,954.00
FAI 55	32-1(J&AC)	Int.	Grundy	Along 7.93 mi. of US 66 (FAI 55) between Braidwood and Gardner		9,975 lin. ft. road guard		67,205.40
						86,367 lin. ft. hwy. fencing		68,945.76
						Engr's. field office		1,500.00
FAI 80	32-3L	Int.	Grundy	At interchange of FAI 80 with Ill. 47 about 0.75 mi. north of Morris		Fur.&install.hwy.lighting		57,126.15
FAI 74	(37-2,3&4)SG	Int.	Henry	On 17.39 miles of FAI 74 between southeast of Colona and west of Woodhull		Furn. & erecting traffic signs and delineators		107,112.75

		State I		Non-Federal-aid portion of contract				20,080.00
		Int.				Engr's. field office		807.25
FAI 80	37-1LS	Int.	Henry	Along FAI 80 between Rock River and FAI 74 east of Moline	4.44	Roadside landscaping		50,296.60
FAI 80	37-2-1HL	Int.	Henry	At interchange of FAI 80 with FAI 74 about 3 mi. southeast of Green Rock		Furn.&instl.hwy.lighting		62,615.45
FAI 80	37-(2,3,3-1,4,5,6) I	Int.	Henry	Along FAI 80 from interchange with FAI 74 to Henry-Bureau County line	24.96	Bit. stabilized shldrs.	8,12	871,297.80
		State I		Non-Federal-aid portion of shoulders				126,007.10
		Int.				Engr's. field office		2,000.00
FAI 57	38-(3,4)I	State I	Iroquois	On outside shoulders of FAI 57 between northwest of Ashkum and north of Gilman	7.95	Shoulder drainage improvements		86,630.00
FAI 57	38-6,38-7	Int.	Iroquois	FAI 57 between Onarga and southeast of Buckley	8.81	Cont. reinf. conc. pavt.	2@24	2,764,027.07
						Engr's. field office		8,400.00
FAI 57	38-(8,8I,9);27-1	Int.	Iroquois-Ford	FAI 57 between Buckley and Paxton	10.15	Cont. reinf. conc. pavt.	2@24	3,111,983.82
						Motorist rest area		251,671.72
						Engr's. field office		8,400.00
FAI 57	(38-2,3,4,5,6,7,8, 9;27-1;10,27-38; 10-37)SG	Int.	Iroquois-Ford-Champaign	Along FAI 57 between Clifton and Rantoul	46.20	Hwy. signing		230,649.90
		State I		Non-Federal-aid portion of signing				13,440.00
		Int.				Engr's. field office		1,910.10
FAI 64	41-8(A,B-1,BVD,HB-2)	Int.	Jefferson	FAI 64 southeast of Mt. Vernon	1.66	Roadway grading	142	645,444.40
		Int. G		Int. G portion of grading	0.44	Roadway grading	142	652,353.88
		Int.		On FAI 64 over Casey Fork Overflow		Dual bridges		353,174.70
				On FAI 64 over C&EI RR and Casey Fork Overflow		Dual comb. br.-RR gr. sep. structs.		237,979.91
FAI 64,	41-8(A,B-1,BVD, HB-2)	Int. G	Jefferson	Int. G. portion of bridge-RR comb. structs.				436,272.44
		Int.		On CH 23 over FAI 64		Hwy. gr. sep. struct.		132,840.80
						46.6 acres erosion control		53,912.57
		Int. G		Int. G portion of erosion control		14.0 acres erosion control		33,882.09
		Int.			0.25	Flex. base with bit. surf. treat.	22-20	59,888.52
						Engr's. field office		8,500.00
FAI 57	46-(1,2)LS	Int.	Kankakee	Along FAI 57 from about 2 mi. north of Ill. 17 northerly to Kankakee-Will County line	11.15	Roadside landscaping		84,347.50
FAI 57	46-3L	Int.	Kankakee	At interchange of FAI 57 with Ill. 17 in Kankakee		Furn.&install.hwy.lighting		40,731.24
						Engr's. field office		506.25
FAI 57	(46-4&46-38-1)LS	Int.	Kankakee-Iroquois	Along FAI 57 between Kankakee and Clifton	8.79	Roadside landscaping		108,218.40
						Engr's. field office		1,000.00
FAI 57	46-4HBK-LS	Int.	Kankakee	Along FAI 57 south of Kankakee	1.07	Roadside landscaping		40,214.70
FAI 57	(46-1)SG-1,(99-1,2) SG,(99-2)I-1-L	Int.	Kankakee-Will	Along FAI 57 between Manteno and Cook County line	16.11	Hwy. signing		130,519.36
		State I		Non-Federal-aid portion of signing				61,481.25
		Int.				Hwy. lighting		56,963.02
						Engr's. field office		975.00

TABLE 21.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 74	48(26-1)I,48(26-1,26,27)I-1	Int.	Knox	Along FAI 74 from north of Henderson to east of Knoxville		279 units road guard constr.		266,157.43
						351 units hwy. fencing		27,377.22
						Engr's. field office		3,000.00
FAI 74	48-(28,29,30)SG	Int.	Knox-Peoria	Along FAI 74 between Knoxville and Kickapoo	28.03	Furn. & erecting traffic signs		98,954.00
		State I		Non-Federal-aid portion of signing				18,046.00
FAI 94	(49-1)J	Int.	Lake	On Int. 94 between Ill. 173 and Illinois-Wisconsin State line	0.91	Road guard reconstr.		29,828.75
						Engr's. field office		500.00
FAI 80	32-(1,2HBK,2&3)I-2; (32,47)-41-3	Int.	LaSalle-Grundy-Kendall	Along FAI 80 from near LaSalle-Grundy County line northeast to Minooka	19.57	Bit.stab.shldrs.&drainage rehabilitation of median	2@4	181,545.60
		State I		Non-Federal-aid portion of shoulders				42,828.00
		Int.				Engr's. field office		4,500.00
FAI 80	50-3I-1;50(4,5,6) I-2	Int.	LaSalle	Along FAI 80 near Ottawa	17.14	Bit.stab.shldrs.&drainage rehabilitation of median	2@4	197,503.60
		State I		Non-Federal-aid portion of shoulders				27,271.50
		Int.				Engr's. field office		800.00
FAI 80	50-4L	Int.	LaSalle	At interchange of FAI 80 with Ill. 23 north of Ottawa		Furn.&install hwy. lighting		26,932.27
						Engr's. field office		784.00
FAI 57	61(3-1,4,5)	Int.	Marion	FAI 57 from west of Salem northerly to west of Kinmundy	10.66	Cont. reinf. conc. pavt.	2@24	4,248,430.31
						Erosion control		42,639.59
						Engr's. field office		4,950.00
		Int. G			0.53	Cont. reinf. conc. pavt.	2@24	243,156.14
						Erosion control		3,965.33
						Engr's. field office		550.00
FAI 57	61-5-1&61-6	Int.	Marion	FAI 57 between Kinmundy and Marion-Fayette County line	5.32	Cont. reinf. conc. pavt.	2@24	2,035,776.18
						Erosion control		25,528.06
						Engr's. field office		4,500.00
		Int. G			0.54	Cont. reinf. conc. pavt.	2@24	242,058.02
						Erosion control		5,401.28
						Engr's. field office		500.00
FAI 55	57-4L	Int.	McLean	At interchange of FAI 55 with US 66 northeast of Normal		Fur.&install. hwy. lighting		48,543.43
						Engr's. field office		581.25

FAI 55 & 74	57-(4,4-1,5,19)I	Int.	McLean	Along FAI 55 and 74 from northeast to southwest of Bloomington	10.28	Bit. conc. surf. of shldrs.	8,10	386,460.34
		State I		Non-Federal-aid portion of shoulders				70,923.75
		Int.				Engr's. field office		2,000.00
FAI 74	57(21,22)	Int.	McLean	FAI 74 from 1.5 mi. southeast of Bloomington to 2 mi. southeast of Downs	8.80	Cont. reinf. conc. pavt.	2@24	3,414,830.37
		State I		Non-Federal-aid portion of pavement				4,243.50
		Int.				Engr's. field office		1,500.00
FAI 74	57-23,57-24,57-24B	Int.	McLean	FAI 74 from about 3.5 mi. northwest of LeRoy to McLean-DeWitt County line	9.66	Cont. reinf. conc. pavt.	2@24	6,647,356.60
						Dual bridges		240,987.53
						4-RC box culverts		263,954.81
		State I		Non-Federal-aid portion of culverts				7,225.50
		Int.				Engr's. field office		17,871.48
FAI 74	57-23(HB,HB-1)	Int.	McLean	On TR 390 over FAI 74 about 1.5 mi. west of LeRoy and on LeRoy Spur over FAI 74 about 0.5 mi. south of LeRoy		Two(2) hwy. gr. sep. structs.		495,245.10
					0.29	Gr. or cr. stone base course with bit. surf. treat.	22-20	67,302.03
						Engr's. field office		6,000.00
FAI 74	57-24-HB	Int.	McLean	On US 136 over FAI 74 about 2.5 mi. southeast of LeRoy		Hwy. gr. sep. struct.		574,917.40
						Engr's. field office		4,500.00
FAI 74	57-24-1,20-1&20-1B-3	Int.	McLean-DeWitt	FAI 74 between northwest of DeWitt-McLean County line and DeWitt-Piatt County line	4.04	Cont. reinf. conc. pavt.	2@24	3,414,290.43
		Int. G			1.00	Cont. reinf. conc. pavt.	2@24	1,548,280.26
		Int.				127 acres erosion control		146,193.64
		Int. G				40 acres erosion control		49,620.76
		Int.				Triple RC box culv.		114,923.18
						Engr's. field office		1,500.00
FAI 74	(X3-16)I,(X3-17, 57-17)I-1	FI	McLean-Woodford	FAI 74 between Deer Creek and Carlock	6.90	Pipe underdrains		151,096.88
					10.87	Bit. conc. shoulder resurf		52,389.00
FAI 55	68,84-5-2HB-1	Int.	Montgomery-Sangamon	On Township Road 1 over FAI 55 about 2.5 mi. south of Divernon on Montgomery-Sangamon County line		Hwy. gr. sep. struct.		188,119.80
					0.43	Flex. base course with bit. surf. treat.		167,250.22
						Engr's. field office		1,500.00
FAI 74	72(5,6,7)I	Int.	Peoria	Along 9.39 mi. of FAI 74 from south of Kickapoo southeasterly to west of University Street in Peoria		145 units road guard constr.		133,579.40
						203 units road guard reconstr.		92,755.30
		State I		Non-Federal-aid portion of contract				3,150.90
		Int.				Engr's. field office		2,000.00
FAI 74	72(8,9)I	Int.	Peoria	Along FAI 74 from west of University Street to Illinois River Bridge in Peoria	2.24	Road guard constr. and reconstr.		103,845.00
		State I		Non-Federal-aid portion of contract				300.00

TABLE 21.—Continued.
PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FAI 72	74,10-70;10-(71,71 B-1)	Int.	Piatt-Champaign	Champaign-Decatur Freeway (FAI 72) between northeast of White Heath and Ill. 47 interchange	6.06	Cont. reinf. conc. pavt.	2@24	3,146,356.69
						Erosion control		144,010.67
						Engr's. field office		1,913.00
				FAI 72 between Ill. 47 interchange and west of Champaign	4.50	Cont. reinf. conc. pavt.	2@24	1,794,111.90
				About 2.5 mi. west of Champaign		R.C. triple box culv.		48,374.41
						Erosion control		60,320.31
						Engr's. field office		1,913.02
FAI 74	74-2&2B-1	Int.	Piatt	FAI 74 from DeWitt-Piatt County line easterly	2.83	Cont. reinf. conc. pavt.	2@24	1,530,995.82
				At south branch of Salt Creek		Triple RC box culv.		90,859.70
						53 acres erosion control		39,353.85
						Engr's. field office		6,720.00
FAI 74	74-2B	Int.	Piatt	On FAI 74 over south branch of Salt Creek southeast of Farmer City		Dual bridges		237,734.70
						Engr's. field office		2,000.00
FAI 74	74-2HB	Int.	Piatt	On Township Road 80 over FAI 74 about 3 mi. southeast of Farmer City		Hwy. gr. sep. struct.		130,111.60
					0.27	Flex base course with bit. surf. treat. A-3		122,817.20
						5.1 acres erosion control		7,655.10
						Engr's. field office		2,800.00
FAI 74	74-3	Int.	Piatt	FAI 74 from about 3 mi. west of Mansfield easterly	3.23	Cont. reinf. conc. pavt.	2@24	2,322,538.15
		State I		Non-Federal-aid portion of pavement				200,986.75
		Int.				Erosion control		109,678.80
						Engr's. field office		1,500.00
		Int. G			0.52	Cont. reinf. conc. pavt.	2@24	569,899.63
						Erosion control		16,667.85
FAI 74	74-3HB	Int.	Piatt	On Township Road 96 over FAI 74 about 1.25 mi. northwest of Mansfield		Hwy. gr. sep. struct.		134,805.20
					0.28	Flex. base course	20	101,093.15
						5.1 acres erosion control		7,159.30
						Engr's. field office		2,000.00
FAI 74	74(3BVB,3B-1);74 (3HB-1,3B-2)	Int.	Piatt	On FAI 74 over NW RR and Madden Creek about 0.5 mi. north of Mansfield		Dual comb. bridge-RR gr. sep. struct.		137,582.26
		Int. G		Int. G portion of structures				391,170.60
		Int.		On CH 2 over FAI 74		Hwy. gr. sep. struct.		269,296.05
					0.79	PCC pavement	2@14	509,624.16
		State I		Non-Federal-aid portion of pavement				544.25
		Int.			0.47	Flex. base with bit. surf. treat.	18	39,203.65
		State I		Non-Federal-aid portion of surfacing				252.34
		Int.				Two RC triple box culverts		132,376.54
						Engr's. field office		1,484.34

		Int. G				Engr s. field office		494.78
		Int.				Erosion control		32,971.03
FAI 74	74-,10-4-1	Int.	Piatt-Champaign	FAI 74 between Mansfield and Mahomet	4.62	Cont. reinf. conc. pavt.	2@24	1,988,658.10
		State I		Non-Federal-aid portion of pavement				215,139.80
		Int.				Erosion control		115,774.65
						Engr's. field office		6,500.00
FAI 74	74,10-4-1HB	Int.	Piatt-Champaign	On Township Road 10 over FAI 74 about 2 mi. east of Mansfield		Hwy. gr. sep. struct.		138,150.13
					0.26	Flex. basecourse with bit. surf. treat.	20-18	101,046.45
						4.9 acres erosion control		6,170.50
						Engr's. field office		3,400.00
FAI 74	81-2-2A	Int.	Rock Island	Obtained from FAI 74 for construction of FAS 205 near Moline	0.56	Roadway grading	112	244,253.75
				(For balance of contract see Rock Island County-Section 2,3,&142-1-FAS Route 205-in Local Roads and Streets Report)				
FAI 74 & 80	(81-3WS)LS&81-1LS	Int.	Rock Island-Henry	Along two (2) weight stations on FAI Route 74 south of Moline and along FAI 80 between the Mississippi River and Rock River	6.44	Roadside landscaping		79,061.50
						Engr's. field office		1,000.00
FAI 280	81-1-2A	Int.	Rock Island	FAI 280 southwest of Rock Island	0.51	Earth grading	85	712,347.28
						Engr's. field office		3,000.00
FAI 55	84(2,3)L	Int.	Sangamon	At two (2) rest areas along FAI 55 and south limit of Sherman and 1.75 mi. south of Sherman		Fur.&install.hwy.lighting		12,552.00
FAI 55	84(3-1,3-2,2-1,2-2) AC	Int.	Sangamon	Along US 66 (FAI 55) from Toronto Road southeast of Springfield to Sherman	15.17	Hwy. fencing		27,662.85
FAI 55	(84-3-1;2;2-1;2)Y	Int.	Sangamon	Along US 66 (FAI 55) from Toronto Road to Sherman	12.24	Bit.conc.resurf.of shldrs.		368,738.32
		State I		Non-Federal-aid portion of shoulders				71,454.60
		Int.				Engr's field office		2,000.00
FAI 55	84-4-3HB-1	Int.	Sangamon	On Township Road 355 over FAI 55 about 1.5 mi. north of Glenarm		Hwy. gr. sep. struct.		184,019.90
					0.39	Flex. base course with bit. surf. treat.	18	129,747.13
						Engr's field office		1,400.00
FAI 74	(90-14)I-3,(90-15-1) I-4,(90-15)I-3	Int.	Tazewell	Along FAI 74 between East Peoria and Tazewell-Woodford County line	13.22	Bit. conc. shoulder resurf.		304,649.00
		State I						158,175.15
FAI 474		Int. G	Tazewell	Railroad grade crossing on relocated cross road at Creve Coeur		Automatic RR grade crossing protection		17,397.00
FAI 57	(61-3,4,5,6;26-1,2;13-1;25-6)SG	Int.	Various	On FAI 57 between Salem and Watson in Marion, Fayette, Clay and Effingham Counties	34.25	Highway signing		129,000.00
FAI 57	Dist. 9 Interstate Fencing '68-1	Int.	Various	Along 59.58 mi. of FAI 57 from Franklin-Jefferson county line southerly to C&EI RR in Pulaski county		472,000 lin. ft. hwy. fencing		438,091.39
FAI 80	Motorist Aid Communication System	Int.	Various	FAI 80 from east of Rock Island to east of Joliet	138.02	Communication systems hooked up to Joliet, Peru, and Rock Island Police Headquarters		1,048,099.65

TABLE 21.—Continued.
PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
		State I		Non-Federal-aid portion of contract				49,200.00
FAI 64	95-1B-2	Int.	Washington	On FAI 64 over southeast overflow of Kaskaskia River about 3 mi. northwest of Okawville		Dual bridges		702,816.80
		State I		Non-Federal-aid portion of contract				454.90
		Int.				Engr's. field office		8,000.00
FAI 64	95-3B	Int.	Washington	On FAI 64 over Little Crooked Creek about 2 mi. northeast of Addieville		Dual bridges		390,441.05
		State I		Non-Federal-aid portion of bridges				762.00
		Int.				Erosion control		4,254.20
						Engr's. field office		5,000.00
FAI 64	95-3B-1	Int.	Washington	On FAI 64 over North Creek about 3 mi. north of Nashville		Dual bridges		245,409.20
		State I		Non-Federal-aid portion of bridges				965.30
		Int.				Erosion control		723.80
						Engr's. field office		5,000.00
FAI 64	95-3B-2	Int.	Washington	On FAI 64 over Beaver Pond Creek about 2.5 mi. northeast of Addieville		Dual bridges		226,651.60
		State I		Non-Federal-aid portion of bridges				489.60
		Int.				Erosion control		1,226.10
						Engr's. field office		5,000.00
FAI 64	95-1HB	Int.	Washington	On TR 68 over FAI 64 about 0.75 mi. north of Okawville		Hwy. gr. sep. struct.		148,201.20
						Bit. surf. approaches		57,365.10
						Engr's. field office		3,000.00
						Erosion control		3,761.26
						Utility adjustments		4,197.10
FAI 64	95-2HB	Int.	Washington	On CH 4 over FAI 64 about 3.5 mi. east of Okawville		Hwy. gr. sep. struct.		138,621.80
						Bit. paved approaches		123,406.50
						Erosion control		3,124.40
						Engr's. field office		5,000.00
FAI 64	95-3HB	Int.	Washington	On CH 27 over FAI 64 about 2 mi. northeast of Addieville		Hwy. gr. sep. struct.		157,815.10
						Bit. paved approaches		138,862.15
						Erosion control		6,890.00
						Engr's. field office		5,000.00
FAI 64	95-IB	Int.	Washington	On FAI 64 over Plum Creek about 1.5 mi. north of Okawville		Dual bridges		369,054.05
						5.7 acres erosion control		7,774.00
		State I		Non-Federal-aid portion of erosion control				647.70
		Int.				Engr's. field office		5,000.00
FAI 55	99-2L	Int.	Will	At interchange of US 66 (FAI 55) with US 52 about 0.5 mi. east of Shorewood		Furn.& install.hwy.lighting		45,451.91
						Engr's. field office		500.00
FAI 57	(99-2)I-1	Int.	Will	On FAI 57 about 2 mi. north of Peotone		Constr. of two(2)weigh station scale pits		30,992.10
		State I		Non-Federal-aid portion of contract				87,678.10
FAI 57	(99-2)I-2	State I	Will	At proposed two (2) weigh stations on FAI 57 about 2 mi. north of Peotone		Furnishing and installing scale components for two (2) weigh stations		82,600.00

FAI 80	99-1L	Int.	Will	At interchange of FAI 80 with FAI 55 about 1.5 mi. south of Shorewood		Fur. & install.hwy. lighting		62,545.79
FAI 80	(99-5,99-5-1)I-1	Int.	Will	On FAI 80 near Mokena		Two (2) weigh station scale pits and approach pavts		25,304.82
		State I		Non-Federal-aid portion of contract				92,561.10
FAI 80	(99-5,99-5-1)I-2	State I	Will	At proposed two (2) weigh stations on FAI 80 north of Mokena		Furn. & installing scale components for two (2) weigh stations		82,600.00
FAI 80	(99-1)J	Int.	Will	On 4.1 mi. of FAI 80 west of Joliet		53.5 units road guard constr.		26,855.00
						9 culv. headwalls reconstr.		64,531.42
						Engr's. field office		4,000.00
FAI 80	(99-5,99-5-1)L&SG-1	Int.	Will	At weight station on FAI 80 near the interchange with US 45 east of Joliet		Hwy. lighting		57,749.60
						Hwy. signing		17,941.45
		State I		Non-Federal-aid portion of signing				27,082.00
		Int.				Engr's. field office		500.00
FAI 57	(X1-6)L	Int.	Williamson	At two (2) interchanges FAI 57 with SBI 13 west of Marion and with Ill. 13 northwest of Marion		Furn.& install.hwy.lighting		152,648.68
						Engr's. field office		975.00
FAI 57	X1-7-1WS-1	Int.	Williamson	On FAI 57 south of Marion		Constr. of two(2) weigh station scale pits		32,864.76
		State I		Non-Federal-aid portion of scale pits				90,478.60
		Int.				Engr's. field office		840.00
		State I		Non-Federal-aid portion of field office				1,960.00
FAI 57	X1-7-1WS-2	State I	Williamson	At two (2) weigh station sites on FAI 57 south of Marion		Furn. & instl. scale components for two (2) weigh station scales		87,908.00
				Total Federal-aid interstate highway contracts awarded by the State, Part A				$ 135,724,469.44

TABLE 21.—Continued.

PART A.—Continued.

NONINTERSTATE PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE—PART "A"

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FA 2	18R-DM	F	Alexander	Along US 51 (FA 2) in Future City north of Cairo	4.22	Misc. clearing		10,200.80
SBI 76	(101)I-S	State P	Boone	Along Ill. 76 (SBI 76) north of Belvidere	6.74	Shldr. stabilization		138,942.30
SBI 29	J-I	State P	Bureau	Under Ill. 29 (SBI 29) about 1 mi. north of Bureau Junction		Bridge replaced with pipe culv.		22,638.50
FA 11 (US 150)	3R,3BR	U	Champaign	University Ave. (FA 11-US 150) between Race Street and Interstate Route 74 in Urbana	1.22	dual PCC pavt.	2@24	979,849.95
		State P		Non-Federal-aid portion of pavement				4,953.60
		U				2-RC double box culvs.		375,133.70
						Erosion control		18,006.30
						Hwy. lighting		25,118.95
		State P		Non-Federal-aid portion of highway lighting				5,848.00
		U				Traffic control signals		18,655.06
		State P		Non-Federal-aid portion of traffic signals				5,712.80
		U				Engr's. field office		4,500.00
FA 26	(28,29,30)I	State P	Champaign	On US 45 (FA 26) between Urbana and Chanute Air Base		Constr. of right & left turn lanes		112,908.83
						Erosion control		1,605.00
						Road guards		5,929.60
						Engr's. field office		1,150.00
Various	Dist. 5 Bituminous Seal Coat '69-1	State P	Champaign-Coles-Clark	On various routes in Champaign, Coles, and Clark Counties	32.65	Bit. surf treat.	var.	113,182.50
FA 12	BX-1-I-1	State P	Clark	At intersection of US 40 (FA12) with Ill. 1 north of Marshall		Intersection impvmts.		67,856.05
						Erosion control		4,920.00
						Engr's. field office		300.00
						Traffic control signals		18,801.68
FA 13	11-2	F	Clay	County Highway 6 (FA 12) between Xenia and Flora	5.65	Cont. reinf. conc. pavt.	24&2@24	1,872,571.77
						21.7 acres erosion control		23,139.50
						Engr's. field office		5,500.00
FA 13	11-2(A,B,B-1&B-2)	F	Clay	Future FA 13 between Xenia and Flora	7.40	Roadway grading	142	702,671.06
				Over Raccoon Creek		Bridge		101,856.55
						3 RC box culvs.		101,829.40
						Erosion control		136,714.82
						Engr's. field office		4,500.00
FA 26	16-2,19X-2	F	Coles	US 45 and Ill. 121 (FA 26) south of Mattoon	1.69	PCC pavement	24	800,024.81
						RC double box culv.		70,179.85
						Roadside landscaping		5,535.00
						29.8 acres erosion control		25,511.16
		U				6.6 acres erosion		4,142.97
		F				Engr's field office		5,000.00
				(For balance of contract see Part B-Primary-FA Route 26-Sections 19 (BY,BY-1)-Dist. 7)				

FA 7 Spur	1415-DM	U	Cook	Right-of-way of Franklin Street Connector (FA 7 Spur) between 18th and 22nd Streets in Chicago		Removal of 14 Buildings		34,200.00
FA 22	211-KVX-W&BR	UG	Cook	Milwaukee Ave. (FA 22) between Grove Ave. and Central Road in Northfield and Maine Townships	0.36	PCC pavement	2@24	333,338.96
		U						157,374.22
		UG		On Milwaukee Ave. over C&NW RR		RR gr. sep. struct.		283,855.75
		U				Traffic control signals		82,338.60
						Engr's field office		7,100.00
				(For balance of contract see Part B-Primary-FA Route 22-Section 211-KVX-W&BR-Cook County-Dist. 10)				
FA 26	144-X-T, Part A	State P	Cook	Along US 54 (FA 26) near 183rd Street in Homewood	0.20	Storm sewers		30,650.00
FA 26	144-X-T, Part B	State P	Cook	Along US 54 (FA 26) near 183rd Street in Homewood	0.12	Storm sewers		30,626.00
FA 42	3127-1	F	Cook	Ill. 43 (FA 42) (relocated Harlem Ave.) from near 167th Street extending northerly to south of Palos Heights	3.38	PCC pavement	2@24	3,146,411.05
						Traffic control signals		78,981.75
						Engr's field office		7,000.00
FA 58	582-R.1	U	Cook	On Golf Road (Ill. 58-FA 58) between Meacham Road and Algonquin Road south of Rolling Meadows	2.73	PCC pavement	2@24, 2@36	2,474,397.95
		State P		Non-Federal-aid portion of pavement				115,944.15
		U		On Golf Road over Salt Creek		Bridge		320,306.90
						Traffic control signals		120,855.20
		State P		Non-Federal-aid portion of traffic signals				70,576.55
		U				Roadside landscaping		36,892.50
						Engr's. field office		3,000.00
FA 58	582-R.2	U	Cook	On Golf Road (FA 58) between Algonquin and Elmhurst Roads in Mt. Prospect and Arlington Heights	2.66	PCC pavement	2@24& Var.	3,199,937.09
				At intersections of Golf Road with Arlington Heights Rd. and Busse Rd.		Channelization of intersection and traffic control signals		107,550.10
						Engr's. field office		5,600.00
FA 58	1969-4R&L	State P	Cook	Ill. 142 (Sheridan Rd.-FA 58) between Juneway Terrace and Sheridan Square in Chicago and Evanston	0.42	PCC pavement	2@24	397,272.00
					0.42	Hwy. lighting		55,252.50
						Engr's. field office		2,500.00
FA 77 & 131	Dist. 1 Curb and Gutter Reconstruction '69-1	State P	Cook-DuPage	At four (4) locations on Ill. 59 (FA 77) between Elgin and Warrenville, and at one (1) location on Ill. 56 (FA131) south of Glen Ellyn		25.5 units conc. curb& gutter constr.		40,998.10
FA 121	3239C-15D-Z-W&RS	U	Cook	On 95th Street (FA 121) between 68th Court and 54th Ave. in Chicago Ridge and Oak Lawn		Furn.&erecting traffic control signals		108,271.58
						Bridge		24,217.00
						Engr's. field office		6,000.00
				(For balance of contract see Part B-Primary-same Route-Section and County-Dist. 10)				

TABLE 21.—Continued.

PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FA 122	1969-3-SGM	State P	Cook	On Calumet Expressway from Sauk Trail to Kingery Expressway east of Chicago Heights	6.49	Hwy. signing modified		77,170.05
FA 173	32-3-R	F	Cook	Higgins Road (FA 173) in village of Schaumburg from west of Meacham Road to west of proposed FAI 90	0.71	PCC pavement	2@36	1,360,454.00
						Traffic control signals modified		75,895.00
						Engr's. field office		3,600.00
FA 173	X-210-1969-6-RHLP	U	Cook	Along, Ill. 194 (FA 173) (For balance of contract see Part A-Interstate-FAI Routes 90 & 94-Section X-210-1969-6-RHLP-Cook County)		Hwy. lighting modified		30,270.00
FA 173	1116-490I	U	Cook	Kennedy Expressway (FA 173) from Cicero Ave. westerly to Cumberland St. in Chicago (For balance of contract see Part A-Interstate-FAI Route 94-Section 0305-489I-Cook County)		Electrical work for ramp metering and surveillance system		174,653.85
						Engr's. field office		1,650.00
FA 173	1116-497EI	U	Cook	Kennedy Expressway (FA 173) between Cicero and Cumberland Avenues in Chicago (For balance of contract see Part A-Interstate-FAI Route 94-Section 0305-489EI-Cook County)		Furn. & instl. hwy. surveillance equipment and ramp metering system		100,780.00
FA 177	102-540-R.1	U	Cook	on Busse Road (FA 177) between Northwest Tollway and Golf Road in Elk Grove Village and Mt. Prospect	1.46	PCC pavement	2@24	1,494,388.88
						Traffic control signals		153,428.50
						Engr's. field office		6,000.00
US 12	1969-10TS	State P	Cook	At two (2) intersections: Rand Road (US 12) with Thomas Street and Wolf Road with Foundry Road in north portion of Cook County		Furn.&instal. traffic control signals		122,659.95
US Alt. 30	1969-5-TS	State P	Cook	At eleven (11) intersections on US Alt. 30 between Wolf Road and Laramie Ave. and at intersection of Cicero Ave. with 175th Street in Chicago		Traffic control signals modified		78,894.90
						Engr's. field office		600.00
Various	1969-1-BBR	State P	Cook	At the following five (5) intersections: Mannheim Rd. with Touhy Ave.; Touhy Ave. with Lee Street; Touhy Ave. with Lee Street Ramp; Northwest Highway with Rohlwing Rd.; and New Sutton Rd. with Algonquin Rd. all in northwest portion of Chicago		Removal of safety "B" bases		22,115.00

Various	1969-1-TS	State P	Cook	On various routes at fifteen (15) intersections in southern portion of Cook County		Traffic control signals modified		251,963.85
						Engr's. field office		4,000.00
Various	1969-2-TS	State P	Cook	At five (5) intersections; four (4) near Park Ridge and one (1) at 95th Street and Cicero Ave. in Oak Lawn.		Traffic control signals modified		78,682.50
Various	1969-3-TS	State P	Cook	At six (6) intersections in Cook County		Furn.&erecting traffic control signals		80,965.00
Various	1969-4-TS	State P	Cook	At 14 intersections in the area bounded by Harlem Ave., Ill. 64, US 34 and Cook-DuPage County Line west of Chicago		Traffic control signals reconstr.		183,032.68
						Engr's. field office		600.00
Various	1969-8-TS	State P	Cook	At 2 intersections on Kedzie Ave. at 159th St. and at 167th St. in Markham		Traffic control signals modified		46,960.20
Various	1969-9-TS	State P	Cook	At 4 intersections on various routes in southern portion of Cook County		Fur.&instl. traffic control signals		135,826.50
Various	Dist. 10 Traffic Signals '68-6	State P	Cook	At two (2) intersections; 137th Street with Indiana Ave. and 87th Street with California Ave. in Chicago		Fur.&instl. traffic control signals		61,401.15
Various	Dist. 10 Thermoplastic Pavement Marking '69-2	State P	Cook	On various routes throughout Cook County		300,500 lin. ft. pav't. marking		90,500.00
Various	1969-21-SR	State P	Cook	Along various routes in Cook County	4.20	Bit. stabilized shldrs.	3,4	194,251.50
FA 6	4YBR	F	DuPage	On relocated Wooddale Road (US 20) and Lake Street over Salt Creek at Addison		Bridge		411,561.30
					0.54	PCC pavement	2@24	402,704.07
		State P		Non-Federal-aid portion of pavement				107,777.57
		F				Traffic control signals		39,161.80
						Engr's. field office		4,700.00
				(For balance of contract see Part A-Interstate-FAI Route 90-Section 22-2HB-DuPage County)				
FA 7	(C&J)R-2L	U	DuPage	At interchange of Alt. US 30 (FA 7) with York Road north of Oak Brook		Furn.&install. hwy. lighting		44,166.86
FA 7	(C&J)R-3	U	DuPage	On US 56 (FA 7) at Elmhurst	0.35	Cont. reinf. PCC pav't.	2@24	373,103.46
						Engr's. field office		1,530.00
FA 102	540(HBR,R)	U	DuPage	Ill. 83 (FA 102) from south of Fay Ave. to 3rd Ave. in DuPage County	2.72	Cont. reinf. conc. pav't.	2@24	2,639,959.79
		State P		Non-Federal-aid portion of pavement				237,954.38
		U		On Lake Street over Ill. 83 (FA 102)		Hwy. gr. sep. struct.		260,223.40
						Hwy. lighting		63,529.20
						Engr's. field office		5,750.00
				(For balance of contract see Part A-Interstate-FAI 90-Sections 22-2, 22-2HB (1,2,3,4), 22-2L-DuPage County)				
FA 102	543AC-1	State P	DuPage	Ill. 83 (FA 102) at 6th Street and at Harris Street in Hinsdale and Clarendon Hills		Barricade constr. and channelization		14,801.85

TABLE 21.—Continued.

PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FA 131	56R	F	DuPage	At four (4) intersections on Ill. 56 (FA 131) south of Lombard	0.99	PCC pavement	2@24	526,784.53
		State P		Non-Federal-aid portion of pavement				605,187.96
		F				Traffic control signals		17,449.55
		State P		Non-Federal-aid portion of traffic signals				148,093.40
		F				Highway lighting		41,258.80
		State P		Non-Federal-aid portion of highway lighting				47,772.25
		F				Engr's. field office		6,000.00
SBI 54	544-1-IS	State P	DuPage	On existing shoulders of Ill. 83 (SBI 54)	4.02	Bit. surf. treat.	2@8&4	31,445.72
				Along Ill. 83 (SBI 54) all from 55th St. in Clarendon Hills southerly to Des Plaines River	1.38	Gr. or cr. stone shoulders with bit. surf. treat.	2@8&4	45,853.60
SBI 56	55-TS	State P	DuPage	At intersection of Ill. 56 (SBI 56) with 22nd Street in Oakbrook Terrace		Furn. & instl. traffic control signals		39,277.42
Various	Dist. 1 Signal Modification '69-2	State P	DuPage	At five (5) intersections on various routes in DuPage County		Modification of traffic control signals		12,562.25
Various	Dist. 1 Signal Modification '68-3	State P	DuPage-McHenry	At five (5) intersections in DuPage and McHenry Counties		Modification of traffic control signals		17,194.00
Various	Dist. 1A&B TR-1-5-69	State P	DuPage-Kane	At five (5) intersections at various locations in northern portion of DuPage and Kane Counties		Traffic control signals modified		21,200.75
SBI 2	20RS-1	State P	Fayette	On US 51 (SBI 2) between Vandalia and Fayette-Shelby County Line	On 16.34	Furn. & erect. hwy. signing		20,872.00
				(For balance of contract see Part B-Primary-SBI Route 2-Section 20RS-1-District 7)				
US 54, Ill. 47	Dist. 3 Headwall Removal '68-2	State P	Ford-Iroquois-McLean	Concrete culverts on US 54 and Ill. 47 between Onarga and Bellflower		100 conc. culv. headwalls removed to side-slope grade		5,995.00

SBI 13	10-2,10-3-1	F	Gallatin	Ill. 13 (SBI 13) from 0.5 mi. northwest of Equality easterly	2.81	PCC pavement	24,var.	1,241,734.92
		State P		Non-Federal-aid portion of pavement				1,400.00
		F				Utility adjustments		950.00
		State P		Non-Federal-aid portion of utility adjustments				11,089.25
		F		(For balance of contract see Pt. B-Primary-same-route, county and section-Dist. 9)		Engr's. field office		8,000.00
FA 4	(55,56)R;56-B	F	Greene	Ill. 267 (FA 4) from 2.5 mi. south of Carrollton southerly	1.55	PCC pavement	24	858,824.93
				Over Macoupin Creek		Bridge		485,589.80
						Erosion control		55,442.42
						Engr's. field office		12,000.00
FA 167	410-TS	State P	Greene	At intersection of US 67 (FA 167) with Ill. 108 in Greene County		Furn. & instl. flashing beacons		4,993.80
FA 5	6B-1	F	Grundy	On Ill. 53 (FA 5) over Mazon River about 1.25 mi. northeast of Gardner		Bridge		174,290.47
						Engr's. field office		5,450.00
FA 8	G-BR	F	Grundy	On US 6 (FA 8) over Aux Sable Creek about 4 mi. northeast of Morris		Bridge		130,144.50
					0.01	Bit. paved approaches		23,684.31
						Engr's. field office		5,000.00
FA 15	10RA	LSF	Hamilton	On US 460 (FA 15) about 6 mi. east of McLeansboro		Motorist rest area		47,026.50
FA 9	8R-A	ER	Henderson	Relocated US 34 (FA 9) from east end of Mississippi River Bridge in Gulfport easterly	1.37	Roadway grading		975,769.88
		F						192,828.64
		ER				Engr's. field office		2,400.00
		F						600.00
FA 9	8R-HB	F	Henderson	On relocated US 34 (FA 9) over Chinn Ave. in Gulfport		Hwy. gr. sep. struct.		133,598.40
FA 9	8R-VB	ER	Henderson	On relocated US 34 (FA9) over CB&Q RR near Gulfport		RR gr. sep. struct		198,781.20
FA 65	112BR, 112BR-1	F	Iroquois	On US 54 (FA 65) over branches of Spring Creek about 1.5 mi. and 2.0 mi. northeast of Thawville		2-bridges		223,822.28
						Erosion control		1,700.70
					0.04	Bit. paved approaches		35,950.91
						Engr's. field office		3,000.00
Ill. 21, 22, 31 & 43	Dist. 1 Tree Removal '69-2	State P	Kane-Lake-DuPage	At various locations on Ill. 21, 22, 31 and 43 in Kane, Lake and DuPage Counties		1,849 in. dia. tree removal		7,396.00
SBI 22	Dist. 1 Shoulder Stabilization 69-1	State P	Kane-McHenry	On Ill. 31 (SBI 22) from Carpentersville to Algonquin	4.60	Bit. stabilized shldrs.		61,337.70
FA 18	1-TS	State P	Kankakee	At intersection of Ill. 17 (FA 18) with FAI 57 ramps at east limit of Kankakee		Traffic control signals modified		13,502.32

TABLE 21.—Continued.
PART A.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FA 29 Spur	30	U	Knox	Seminary Street (FA 29 Spur) in Galesburg	0.76	PCC Pavement	24	218,152.05
					0.86	Roadside landscaping		2,959.50
						Engr's. field office		1,000.00
				(For balance of contract see Part B-Primary-FA 29 Spur-Section 30-District 4)				
FA 22	2R-1	F	Lake	Ill. 21 (FA 22) north of Libertyville	0.67	Cont. reinf. conc. pavt.	2@24	465,038.75
		State P		Non-Federal-aid portion of pavement				4,818.00
		F				Engr's. field office		5,820.00
				(For balance of contract see Part B-Primary-FA Route 22-Section 2R-1 District 1)				
FA 99	Dist. 1 Signal Modification '69-1	State P	Lake	At eight (8) intersections on US 41 (FA 99) between Ill. 22 in Highland Park and Interstate 94 Tollway in north portion of Lake County		Traffic control signals modified		24,852.20
FA 99	X-102-1968-5JM&LR	U	Lake-Cook	Along Edens Expressway (FA 99) from Lake-Cook County Line northerly to Clavey Road	1.36	Road guards		67,401.20
					1.25	Hwy. lighting modified		168,094.45
				(For balance of contract see Part A-Interstate-FAI Route 94-Section X-102-1968-JM&LR-Cook Co.)				
SBI 20	GT	State P	Lake	Along Ill. 120(SBI 20) east of Ill. 83, southeast of Grayslake	0.44	Storm sewer constr.		33,627.49
						Engr's. field office		1,300.00
Ill. 176 Ill. 60	Dist. 1. Traffic Signals '69-1	State P	Lake	At two (2) intersections at Ill. 176 with Ill. 63 and at Ill. 60 with Ill. 21 in and southeast of Mundelein		Furn.&instl. traffic control signals		31,730.95
FA 2& 178	72L,2L,2-1L&65L	F	LaSalle-Woodford	At four (4) intersections on US 51 (FA 2&178) with US 52 south of Mendota, Ill. 71 south of Oglesby, with CH 23 west of Oglesby, and with Ill. 116 south of Minonk		Furn.&install hwy. lighting		72,852.77
						Engr's. field office		500.00
FA 178	2-1TS,I&2,2I	F	LaSalle	At US 51 (FA 178) intersection with CH 23 west of Oglesby and Ill. 71 south of Oglesby		Constr. of right and left turn lanes		73,019.80
						Furn. & Instl. traffic control signals		20,746.70
						1.0 Acre erosion control		1,140.00
						Engr's. field office		1,500.00

SBI 23	31X-T	State P	LaSalle	Along Ill. 23 (SBI 23) under CB&Q RR overpass about 2 mi. east of Leland	0.10	Storm sewers		30,930.00
US 52	Dist. 3 Headwall Removal '68-3	State P	LaSalle	Along US 52 between LaSalle-Kendall County line and US 51 & 52		115 conc. culv. headwalls removed to side-slope grade		6,888.50
SBI 4	23TS	State P	Logan	At intersection of US 66 (SBI 4) with Main St. in Lincoln		Furn.&install flashing beacon		2,526.00
FA 49	13I	U	Macon	On Eldorado Street (FA 49) at intersections with Van Dyke, Broadway, and Jasper Streets in Decatur	0.33	Bit. conc. anti-skid resurfacing	32	17,592.50
FA 155	406-1DM	State P	Madison	Right-of-way of FA 155 between William Street and River Front Park in Alton		Removal of 18 bldgs.		46,436.00
SBI 4	63-S-I	State P	Madison	At McCambridge Ave. Subway at ITC RR south of Madison		Rehabilitation of pumping station		44,695.88
SBI 19	(28,29)I-S	State P	McHenry	Along US 41 (SBI 19) west of Woodstock	2.94	Stab. shoulders	2ft.	67,489.50
FA 2	55BR	F	McLean	On US 51 (FA 2) over Kickapoo Creek about 1 mi. north of Heyworth		Bridge		164,847.40
						Engr's. field office		4,400.00
FA 5	2-I	F	McLean	On US 66 (FA 5) east of Normal	0.12	Channelization for left turn lane		15,376.40
						Engr's. field office		1,000.00
FA 5	13-I	F	McLean	On US 66 (FA 5) at left turn lanes at US 24 near southwest limit of Chenoa	0.21	Channelization		42,408.15
						Traffic control signals		10,128.20
						Engr's. field office		800.00
FA 5	18R-I	State P	McLean	At intersection of US 66 (FA 5) with Main St. south of McLean		Constr. of right & left turning lanes		20,822.75
						Furn.&install traffic control signals		19,847.20
						Engr's. field office		2,500.00
FA 10	F-R	F	McLean	Empire Street (Ill.9-FA 10) between Towanda Ave. and County Highway 22 in Bloomington	1.54	PCC pavement	2@24	944,092.69
		U			1.34	PCC pavement	2@24	2,275,497.70
		State P		Non-Federal-aid portion of pavement				2,000.00
		F				Hwy. lighting		3,985.20
		U				Hwy. lighting		3,700.00
		F				Engr's. field office		1,500.00
		U				Engr's. field office		1,500.00
						Traffic control signals		13,804.20
						Utility adjustments		16,624.50
FA 10	FR-TS	U	McLean	At intersection of Ill. 9 (FA 10) with US 66 at Bloomington		Furn.&install. traffic control signals		44,671.70
Various	Dist. 8 Skid Proofing '69-1	State P	Montgomery-St. Clair-Madison	On various routes	1.54	Bit. conc. anti-skid resurfacing	30,40	62,036.00
FA 148	35RA	LSF	Ogle	Along Ill. 2 (FA 148) about 7 mi. southwest of Rockford (LSF = 1965 Beaut. Act)		Motorist rest area		27,168.00
FA 10	46R-I-2	F	Peoria	At intersection of US 24 (FA 10) with Ill. 9 south of Bartonville	0.26	PCC pavement	10,var.	238,858.68
						Traffic control signals		1,924.95
						Engr's. field office		2,500.00

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 120	10R-A	F	Peoria	Ill. 116 (FA 120) and on Harmon Highway Spur east of Bellevue	0.39	Earth grading	var.	226,907.46
						Engr's. field office		1,200.00
FA 168	(1,2&3)Q	State-P	Putnam-Marshall	On Ill. 26 (FA 168) between Hennepin and Lacon	16.62	Bit. surf. treat.	22	24,066.85
FA 5	L-R-1	U	Sangamon	Peoria Road (FA 5) from Sangamon Ave. northerly in Springfield	0.86	PCC pavement	2@24	625,836.25
						Engr's. field office		5,600.00
FA 196	1SB	FG	Sangamon	CM&O RR structure over South Bypass (FA 196) about 2 mi. southwest of Springfield		RR subway struct.		775,750.79
						Engr's. field office		7,500.00
SBI 125	RS-TS	State-P	Sangamon	At intersection of West Jefferson Street (Ill. 97-SBI 125) with Bruns Lane west of Springfield		Furn.&instl. traffic control signals		6,828.55
SBI 36	20-B-C-I	State-P	Scott-Pike	Illinois River Bridge at Florence		Cables replaced for vertical lift span		64,400.00
FA 17	(12,14)I-1;43I-1	F	Shelby-Christian	Along Ill. 16 (FA 17) between Shelbyville and Pana	11.62	Shoulder widening	2@7	987,354.84
						Erosion control		84,929.20
						Engr's. field office		7,400.00
SBI 1	19RS-1	State-P	Shelby-Christian	Along US 51 (SBI 1) between Fayette-Shelby County line and Pana	10.00	Highway signing		10,030.30
				(For balance of contract see Part B-same Route-County and Section)				
FA 117 FA 50	(28-1,122-1,122, 123-1)DM&(130, 131,131X)DM	State-P	St. Clair	Right-of-way of US 50 Bypass (FA 117) and Ill. 159 (FA 50) in Swansea and Belleville		Removal of 25 buildings		28,680.00
FA 9	36-1,36RS-1	F	Tazewell	US 24 (FA 9) between Felker and Washington	1.22	PCC pavement	24,2@24	546,602.94
						Engr's. field office		2,400.00
				(For balance of contract see Part B-Primary-FA Route 9-Sections 36-1,36RS-1-District 4)				
FA 73	108B-1	F	Tazewell	On relocated Ill. 121 (FA 73) over Mackinaw River about 3 mi. northwest of Hopedale		Bridge		534,145.60
FA 73	108B-2	F	Tazewell	On Ill. 121 (FA 73) over Indian Creek about 2 mi. west of Hopedale		Dual bridges		509,921.95

Various	Dist. 1,3,4,5, 6,8&9 Thermoplastic Pavement Marking '69-1	State-P	Various	On various routes in various districts		478,500 lin. ft. pavt. marking	4in., 8in., 12in.	187,066.41
Various	Dist. 1 Protective Guard Rail '69-1	F	Various	Along various routes and locations in Lake, McHenry, and Will Counties	2.62	Road guard constr.		69,345.25
		State-P		Non-Federal-aid portion of contract	0.08	Road guard constr.		1,976.00
		F			0.19	Road guards modified		5,626.00
Various	Dist. 1 Roadside Safety '68-1	F	Various	At various locations along various routes in DeKalb, DuPage, Will, Boone, Winnebago, and McHenry Counties		Roadside safety improvements		86,959.27
		U						10,827.60
Various	Dist. 1 Safety Project '69-2	F	Various	Along various routes at various locations in Lake, Kane, Cook, DeKalb, and Kendall Counties	4.41	Road guard constr. and reconstruction		111,088.50
Various	Dist. 2 Primary Headwall Removal '69-1	State-P	Various	Along various routes in Highway District No.2		318 cu. yds. conc. headwalls removed to side-slope grade		55,597.50
Various	Dist. 2 Safety Guard Rail '69-1	F	Various	At various locations along various routes in Highway District 2	623	623 units road guard constr.		292,243.00
						30 units road guards modified		14,100.00
Various	Dist. 2 Tree Removal '69-1	F	Various	Along various routes in JoDaviess, Stephenson, Winnebago, Carroll, Ogle, Whiteside, Lee, Henry, and Bureau Counties		5,124 inch dia. tree removal		15,096.00
		State-P		Non-Federal-aid portion of tree removal				5,400.00
Various	Dist. 4 Guard Rail '69-1	F	Various	At various locations along various routes in Fulton, Knox, and Warren Counties		182.7 units road guards modified		57,010.76
		State-P		Non-Federal-aid portion of contract				22,497.66
Various	Dist. 4 Guard Rail '69-2	State-P	Various	At various locations along various routes throughout Highway District 4		314.5 units road guard modification		137,283.95

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 4 Tree Removal '69-1	F	Various	Along various routes throughout Highway Dist. No. 4		3,155 inch dia. tree removal		11,820.00
		State-P		Non-Federal-aid portion of contract				800.00
Various	Dist. 4 Tree Removal '69-2	F	Various	Along various routes throughout Highway Dist. No. 4		14,169 in. dia. of tree removal		41,433.80
		State-P		Non-Federal-aid portion of contract				5,934.00
Various	Dist. 6 Tree Removal '69-1	F	Various	Along various routes throughout Highway Dist. No. 6		2,581 inch dia. tree removal		5,796.00
		State-P		Non-Federal-aid portion of contract				4,528.00
Various	Dist. 9 Guard Rail Replacement '69-1 and Dist. 9 Hand Rail Reconstruction '69-1	State-P	Various	Along various routes at various locations in Randolph, Perry, Jackson & Franklin Counties		8,693 lin. ft. road guard replacement		52,122.63
						200 lin. ft. bridge hand-rail replacement		8,441.95
Various	Dist. 9 Non-Interstate Guard Rail Improvement '69-1	F	Various	At various locations along various routes in Jackson, Union, Alexander, Pope, Hardin, and Saline Counties		162.6 units road guards modified		85,065.25
						35.2 units road guards constr.		10,670.00
Various	Various	State-P	Various	At two (2) primary highway railroad grade crossings		Automatic protection		8,627.00
				At six (6) primary highway railroad grade crossings		RR gr. crossing construction or rehabilitation		16,763.00
				At three (3) primary highway railroad grade crossings		Miscellaneous RR gr. crossing improvements		39,790.00
		FG		At two (2) primary highway railroad grade crossings		Miscellaneous RR gr. crossing improvements		22,591.00

FA 1	47I	U	Vermilion	On Ill. 1 (Gilbert Street-FA 1) at intersection with 3rd Street in Danville	0.09	Bit. conc. anti-skid surfacing	36	4,991.50
FA 11	38BR	F	Vermilion	US 136 (FA 11) between Danville and Illinois-Indiana State line	0.58	PCC pavement	24	301,239.84
				Over Lick Creek		Bridge		153,715.60
						34.5 acres erosion control		26,706.80
						Engr's. field office		2,900.00
				(For balance of contract see Part B-Primary-FA Route 11-Section 38 (W,RS)-District 5)				
FA 9	102	U	Warren	FA 9 (US 34) between Ill. 164 and US 67 near northwest limits of Monmouth	1.41	Cont. reinf. conc. pavt.	2@24	725,518.57
						Engr's. field office		1,500.00
				(For balance of contract see Part A and Part B-Secondary-FAS Route 409-Section 118R-Dist. 4-Warren County)				
FA 22	10Z(W,RS),10-1 (W,RS)	F	Washington	On US 51 and 460 (FA 22) in Ashley	1.60	Hwy. lighting		17,950.59
						Erosion control		14,500.05
						Engr's. field office		5,000.00
				(For balance of contract see Part B-Primary-same Route, Section and County-Dist. 8)				
FA 23	13R-1	F	Will	On US 30 (FA 23) and intersections with Gougar Road and with relocated Washington Street east of Joliet		5.8 acres seeding		5,815.17
		State-P		Non-Federal-aid portion of seeding		2.8 acres seeding		1,843.58
		F				Traffic control signals		25,721.50
						Engr's. field office		3,000.00
		State P		Non-Federal-aid portion of field office				3,000.00
				(For balance of contract see Part B-Primary-same Route and Section-District 1)				
FA 23 Spur	(28X-3)T	U	Will	Along Larkin Ave. (FA 23 Spur) in Joliet	1.51	Storm and sanitary sewer constr.		479,655.40
						Engr's. field office		3,000.00
FA 62	535-B-6-R	F	Will	On Ill. 7 (FA 62) over Sanitary and Ship Canal, Des Plaines River, and AT&SF RR at Lockport		Comb. RR-Br. grade sep. struct.		3,052,661.34
		State P		Non-Federal-aid portion of structure				6,000.00
		F			0.18	PCC pavement	24	305,423.94
						Engr's. field office		11,500.00
FA 122	0910 Part 2, 0910B&0910VB	F	Will	Calumet Expressway (FA 122) between Goodenow Road and Crete	4.25	PCC pavement	24	1,190,727.52
		FG		Calumet Expressway over CMSt.P&P RR		RR gr. sep. struct.		143,579.03
		State-P		Non-Federal-aid portion of RR structure				20,231.93
		F		Over Plumb Creek		Bridge		124,584.53
						Engr's. field office		9,000.00
SBI 7	28R	State-P	Will	Intersection of US 6 (SBI 7) with Ill. 53 in Joliet		Intersection reconstr.		64,633.95
						Traffic control signals		33,620.05
						Engr's. field office		2,500.00

TABLE 21.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 14-SBI 13	5-3L-2&13L	State-P	Williamson-Jackson	At intersection of Ill. 13 and 127 (FA 14-SBI 13) with Ill. BR 13 north of Murphysboro; and at the intersection of Ill. 13 with Pirates Cove Road east of Carbondale	......	Furn.&instal.hwy.lighting	......	22,268.75
FA 188	1-1	U	Winnebago	On North Second Street (FA 188) between Madison and Auburn Streets in Rockford	1.10	PCC pavement	2@36	1,161,838.60
						Traffic control signals	......	21,457.35
						Hwy. lighting	......	61,886.74
		State-P	......	Non-Federal-aid portion of lighting	......	......	......	37,020.66
		U	......	......	......	Erosion control	......	27,674.50
						Engr's. field office	......	6,000.00
Total noninterstate primary highway contracts awarded by the State, Part A								$52,265,590.52

STATE SECONDARY ROAD CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)—PART "A"

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FAS 115	3041-15D-Z-1	US	Cook	Dundee Rd. (FAS 115) between Hicks Rd. and FAI 90; and Rand Rd. between Lake-Cook Rd. and Dundee Rd. in Palatine Township	0.65	PCC pavement	2@24	$616,528.40
						3.06 acres erosion control		16,108.10
						Traffic control signals		34,659.05
						Engr's. field office		2,000.00
		State S		Non-Federal-aid portion of contract		Engr's. field office		2,000.00
		US			0.13	Bit. conc. surfacing		91,430.90
CHS 013	3025-15D-R	State S	Cook	Elmhurst Road (CHS 013) between Northwest Tollway and Golf Road	1.71	PCC pavement	2@24	1,366,263.19
						Traffic control signals		111,305.20
				(For balance of contract see Part B-Dist. 10-same route-section and County)				
CH 36	43-15D-BR	State S	Cook	On County Highway 36 over Thorn Creek in Thornton		Bridge		193,457.36
						Bit. paved approaches		223,122.25
						Engr's. field office		4,300.00
CH 7	D-B-1	State S	Grundy	On County Highway 7 over Waupecan Creek about 4 mi. south of Morris		Bridge		27,468.50
						Engr's. field office		1,500.00
FAS 137	117W	State S	Kane	FAS 137 from near north limit of Batavia easterly	1.40	Gr. or cr. stone base course wdg. with bit. surf. treat.	2@3	33,918.50
CH 11	32BR	State S	Kane	On French Road (CH 11) over Coon Creek about 1.5 mi. north of Burlington		Bridge		108,387.00
						Engr's. field office		1,500.00
Various	Various	State S	Various	At four (4) secondary road railroad grade crossings		Automatic protection		53,132.45
				At two (2) secondary road railroad grade crossings		Miscellaneous railroad grade crossing improvements		176,772.00
FAS 409	118R	US	Warren	FAS 409 (US 34) between Ill. 164 and US 67 near northwest limit of Monmouth	0.57	PCC pavement	2@24	57,404.17
		State S		Non-Federal-aid portion of pavement				245,062.89
				(For balance of contract see Part A-Primary-FA Route 9-Section 102 and Part B-Secondary-FAS Route 409-Section 118R-Warren County-Dist. 4)				
FAS 836	(10,11)Q-3	State S	Washington	FAS 836 between Oakdale and DuBois	16.72	Bit. surf. treatment, A-1	20	34,882.43
Total State secondary road contracts awarded by the State (excluding Federal-aid secondary contracts)								$ 3,401,202.39
Total contracts awarded by the State—Part A								$ 191,391,262.35

TABLE 21.—Continued.

PART A.—Concluded.

FEDERAL-AID INTERSTATE HIGHWAY CONTRACTS AWARDED BY COOK COUNTY—PART "A"

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 57	068-1011.2-CF	Int.	Cook	On Dan Ryan Expressway from Kilpatrick Ave. to Crawford Ave. in Bremen Twp.	1.27	Earth grading		$428,794,38
					0.74	Cont. reinf. conc. pavt.	2@36	1,146,349.97
					0.53	PCC pavt.	2@36	821,500.00
FAI 57	068-1011.4-CF	Int.	Cook	Along Dan Ryan Expressway (FAI57)-West Leg-from Kilpatrick Ave. to south of Crawford Ave. in Bremen Twp.	2.86	Hwy. lighting		394,257.50
FAI 57	068-1111.1-CF	Int.	Cook	On Dan Ryan Expressway from Crawford Ave. to 155th Street in Bremen Twp.	1.00	Earth grading		195,500.00
					1.00	Cont. reinf. conc. pavt.	2@36	1,643,694.75
FAI 57	068-1114.3-CF	Int.	Cook	Along Dan Ryan Expressway from south of Crawford Ave. to south of Tri-State Toll Road in Bremen Twp.	3.00	Hwy. lighting		463,940.50
FAI 57	068-1314.1-CF	Int.	Cook	On Dan Ryan Expressway from 157th Street to Tri-State Toll Road in Bremen Twp.	1.10	Earth grading		218,287.50
					1.10	Cont. reinf. conc. pavt.	2@36	1,017,780.82
FAI 57	068-1415.1-CF	Int.	Cook	FAI57 from Tri-State Toll Road to Spaulding Ave. in Bremen and Thornton Twps.	0.96	Cont. reinf. conc. pavt.	2@26	1,252,911.32
FAI 57	068-1416.3-CF	Int.	Cook	Along Dan Ryan Expressway (South Route) from south of 147th Street to 138th Street in Bremen and Thornton Twps.	1.56	Roadside landscaping		158,045.80
FAI 57	068-1418.01-CF 068-1415.4-CF	Int.	Cook	Along Dan Ryan Expressway from Tri-State Tollway to 127th Street in Thornton and Calumet Twps.	2.75	Hwy. lighting and signing		380,709.65
FAI 57	068-1517.4-CF	Int.	Cook	Along Dan Ryan Expressway from Grand Trunk Rail-road at 143rd Street to 127th Street in Calumet and Thornton Twps.	1.96	Hwy. lighting		289,835.75
FAI 57	068-1618.3-CF	Int.	Cook	Along Dan Ryan Expressway from 138th Street to north of 123rd Street in Thornton and Calumet Twps.	1.74	Roadside landscaping		199,960.40
				Total Federal-aid interstate highway contracts awarded by Cook County - Part A				$ 8,611,568.34

PRIMARY HIGHWAY CONTRACTS (OTHER THAN INTERSTATE) AWARDED BY COOK COUNTY—PART "A"

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
	046-0404.04-MFT	U	Cook	Central Avenue over AT&SF RR, Chicago Sanitary & Ship Canal, I&W RR, and Metropolitan Sanitary District Southwest Sewage Treatment Works in Stickney Twp.		Comb. RR-hwy-bridge gr. sep. substructure		$1,541,715.65
	207-0708-3A-CF	U	Cook	North approach of Harlem Ave. to Stevenson Expressway in Lyons-Stickney Twps. Structure on southbound Harlem Ave. over the Sanitary District Sludge Tracks		RR gr. sep. struct. and approaches		538,876.83
				Total primary highway contracts awarded by Cook County (excluding interstate), Part A				$ 2,080,592.48
				Total contracts awarded by Cook County, Part A				$ 10,692,160.82

TABLE 21.—Continued.

PART B.—Continued.

PART B—REHABILITATION OF EXISTING RIGID-TYPE PAVEMENTS SUCH AS PATCHING, WIDENING, BITUMINOUS CONCRETE RESURFACING, AND RELATED BRIDGE AND STRUCTURE WORK.

FEDERAL-AID INTERSTATE HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE—PART B

District	Route 1	Section	Class 2	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles Full-Width Base	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
10	FAI 94	1969-13BR	State I	Cook	Four structures on Edens Expressway (FAI 94) located at Touhy Ave., Carpenter Road, Dempster Street all in Skokie, and Tower Road in Northfield						d-re 4	$137,543.10
10	FAI 94	X-110-1969-2RS	State I	Cook	Combination railroad-highway grade separation structure on Edens Expressway (FAI 94) over Simpson Street and C&NW RR in Skokie						d-r 1	181,593.50
10	FAI 94	X-310-1968-47-RS	Int.	Cook	On Calumet Expressway (FAI 94) between 130th Street and Kingery Expressway and adjacent thereto	6.69			2@36			1,585,806.00
			State I		Non-Federal-aid portion of surfacing							941,084.50
			Int.							c 11,400		577,125.00
			State I							c 600		30,375.00
					(For balance of contract see Parts A and C-Interstate-FAI Route 94-Sec. X-310-1968-47-RS-Cook County)							
10	FAI 94	X-310-1969-10-1&BR	Int.	Cook	On southbound Calumet Expressway (FAI 94) between 167th Street and Kingery Expressway	0.45			Var.			27,891.00
								c 0.45	2@36			379,253.95
			State I		Non-Federal-aid portion of base course							76,153.83
			Int		Over Thorn Creek						w 1	149,787.29
			State I		Non-Federal-aid portion of bridge widening							73,822.11
					(For balance of contract see Part A-Interstate-same Route-Section and County-Dist. 10)							
1	FAI 90	22-1HB-6	Int.	DuPage	On Mill Road in Addison	0.38			2@24			11,163.90
								sb 0.38	2@24			170,436.02
					(For balance of contract see part A-same Route, Section, and County)							

7	FAI 70	(26-3)RS	Int.	Fayette	On eastbound lane of FAI 70 from Vandalia easterly to near intersection with US 40	3.65	......	......	24, Var.	....	....	224,365.53
			State I Int.		Non-Federal-aid portion of Contract	......	......	......	....	....	....	21,901.00
										[c] 120	....	5,100.00
										....	EFO	1,500.00
2	FAI 74 & 80	(37-1,2-1)RS,(37-1,3,5)RS,(06-2,3) RS,(06-4)RS	FI	Henry-Bureau	On FAI 74 from interchange with FAI 80 northerly for 1.5 mi., and on FAI 80 from about 1.5 miles west of interchange with FAI 74 easterly to Princeton	[i] 4.10	......	......	2@24	....	....	402,410.50
										....	EFO	500.00
3	FAI 57	46(3,4HBK)RS,RSF	Int.	Kankakee	FAI 57 from about 1 mi. northeast of Kankakee to 0.5 mi. southwest of interchange with BR US 54	[i] 6.90	......	......	2@24	....	....	1,125,132.30
			State I Int.		Non-Federal-aid portion of surfacing	......	......	......	....	....	....	28,500.00
											EFO	1,500.00
1	FAI 55	(99-2)R-1	Int.	Will	On FAI 55 from FAI 80 to Ill. 129 southwest of Joliet	10.46	......	......	24	....	....	1,089,535.30
										[b] 3,415	....	85,375.00
											EFO	3,500.00
1	FAI 55	BST 1969-1, 99-1-IS-1	State I	Will-DuPage	On Frontage Road of FAI 55 between Ill. 83 and Des Plaines River	[i] 0.66	......	......	20	....	....	135,478.90
					Federal-aid interstate highways—							
					Continuous bituminous concrete resurfacing	28.53	......	......	....	....	....	$ 5,055,379.53
					Intermittent bituminous concrete resurfacing	4.76	......	......	....	....	....	537,889.40
					Concrete base course	......	......	0.45	....	....	....	455,407.78
					Bituminous stabilized base course	......	......	0.38	....	....	....	170,436.02
					Concrete pavement patching	......	......	......	....	12,120	....	612,600.00
					Bituminous pavement patching	......	......	......	....	3,415	....	85,375.00
					Bridge widening	......	......	......	....	....	1	223,609.40
					Bridge decks resurfaced or rehabilitated	......	......	......	....	....	5	319,136.60
					Engineer's field offices	......	......	......	....	....	4	7,000.00
					Totals, Federal-aid interstate contracts, Part "B"	33.29	......	0.83	....	15,535	10	$ 7,466,833.73

TABLE 21.—Continued. PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route [1]	Section	Class [2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
6	FA 36	10BR,10B-1, & 10B-2	F	Adams	On Ill. 96 (FA 36) over Ursa Creek and Rock Creek south of Ursa	......	......	......	......	......	[r] 2	$214,350.41
					At Frazier Creek	......	......	......	......	......	[t] 1	109,834.55
						......	......	......	......	......	EFO	4,700.00
6	SBI 31	1(W-1,RS-1)	State P	Adams	On US 24 (SBI 31) north of Quincy	2.18	......	......	24	......	......	74,096.00
						......	[b] 2.18	......	Var.	......	......	70,561.30
						......	......	......	......	[c] 498	......	12,262.00
						......	......	......	......	......	EFO	500.00
6	SBI 96	12(4,5,6,7)RS	State P	Adams-Hancock	Ill. 96 (SBI 96) between Ursa and Warsaw-Hamilton Wye	19.38	......	......	18	......	......	540,135.80
						......	......	......	......	[c] 3,475	......	84,725.00
						......	......	......	......	......	EFO	2,000.00
1	SBI 76	101BY	State P	Boone	Bridge on Ill. 76 (SBI 76) over Beaver Creek about 4.25 mi. north of Belvidere	......	......	......	......	......	[w] 1	115,449.00
						......	......	......	......	......	EFO	1,000.00
2	SBI 2, 70, 89	73RS-2,112S, RS-1, 115RS-2, 118RS-1	State P	Bureau-LaSalle	Ill. 26 (SBI 2&70) between Ill. 92 and Kasbeer and between Bureau Junction and Princeton and on US 52 (SBI 89) between Mendota and Lee-LaSalle County line	[i] 4.05	......	......	18	......	......	89,059.30m
4	Ill. 94, US 34	Dist. 4 Bridge Handrail Reconstruction '69-2	State P	Bureau-Mercer	Bridge on Ill. 94 about 8 mi. south of Aldon and bridge on US 34 northeast of Neponset	......	......	......	......	......	hd-r 2	21,626.00
2	SBI 72	(113,114)RS-1	State P	Carroll	Ill. 72 (SBI 72) between Lanark and Shannon	7.40	......	......	22	......	......	207,863.60
6	FA 4 & 48	5(W,RS-2)	F	Cass	On Ill. 125 (FA 4&48) in Virginia	0.85	......	......	24	......	......	211,672.80
						......	[c] 0.19	......	4	......	......	77,775.50
						......	......	......	......	[c] 120	......	3,375.00
						......	......	......	......	......	EFO	5,000.00
6	FA 48	4(W,RS),5(W, RS-1)	F	Cass	Ill. 125 (FA 48) between southeast of Virginia and west of Ashland	10.24	......	......	2@24	......	......	342,581.75
						......	[c] 5.88	......	2@Var.	......	......	778,217.02
						......	......	[c] 4.32	24	......	......	400,367.13
						......	......	......	......	......	EFO	5,000.00

5	SBI 10	(4,5)RS,32RS-1	State P	Champaign-Piatt	Ill. 10 (SBI 10) between Champaign and White Heath	9.62			18			237,372.14
										c 510		10,577.40
											EFO	2,000.00
5	SBI 39 & 47	(10,11,12,136)W, RS	State P	Champaign-Piatt-DeWitt	On US 150 (SBI 39) from McLean-DeWitt County line to intersection with Ill. 47 at Mahomet and on Ill. 47 (SBI 47) from US 150 to north limit of Mahomet	16.66			26			905,973.70
							b 16.66		2@4			497,289.00
										c 935		26,180.00
											HS	7,655.75
											EFO	3,000.00
5	SBI 49	119(W,RS)	State P	Champaign	On Ill. 49 (SBI 49) between Homer and Ogden	4.82			24			171,826.00
							b 4.82		2@3			170,358.00
										c 1,320		39,600.00
											EFO	4,000.00
5	SBI 119	113RS-2	State P	Champaign	US 136 (SBI 119) between Malsbury Drive and Tanner Street in Rantoul	0.70			18			22,532.66
										c 520		10,790.00
											EFO	500.00
6	SBI 2	43RS-2 & (44,45) RS-1	State P	Christian	On US 51 (SBI 2) from intersection with Ill. 16 to about 0.5 mi. south of Moweaqua	15.33			22			621,908.15
										b 1,240		37,620.00
											HS	9,889.25
											EFO	2,500.00
5	SBI 1	(1,25,24,23)RS-1	State P	Clark	On Ill. 1 (SBI 1) between Marshall and Crawford-Clark County line	14.96			22			697,728.30
										c 2,070		57,750.00
											EFO	6,500.00
8	SBI 12	(18,20,21,22,23) RS-1	State P	Clinton	US 50 (SBI 12) between Carlyle and Clinton-Marion County line	13.31			22			501,512.40
										b 2,125		76,665.00
											HS	33,458.70
											EFO	1,500.00
8	SBI 12	(24,24X,26)RS-1	State P	Clinton	US 50 (SBI 12) between Breese and Carlyle	7.69			22			202,288.22
										c 555		15,286.00
7	FA 26	19(BY,BY-1)	U	Coles	On US 45 and Ill. 121 (FA 26) south of Mattoon	0.73			22			99,005.55
							bs 0.73		22			361,485.86
											w 1	37,932.10
										b 60		2,092.50
					(For balance of contract see Part A-Primary-FA Route 26-Sections 16-2& 19X-2-Coles Co.)							

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route [1]	Section	Class [2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
10	FA 1	161-VB-R	UG	Cook	Existing RR grade separation structure on Halsted Street (FA 1) over IC RR in Homewood						r 1	133,536.54
						0.02			2@26			2,048.50
								c 0.02	2@26			22,514.55
											EFO	500.00
1	FA 6	7Y-RS-3	State P	Cook	US 20 (FA 6) between Bartlett Road and Cook-DuPage County line in Hanover Park	1.23			40			253,458.85
										b 1,790		45,465.00
											EFO	1,000.00
10	FA 22	211-KVX-W&BR	U	Cook	Milwaukee Ave. (FA 22) between Grove Ave. and Central Road in Northfield and Main Townships	0.79			2@24			49,042.95
								c 0.79	2@10			482,431.08
										c 500		10,000.00
					(For balance of contract see Part A-Primary-same route-section and county)							
10	FA 121	3239C-15D-Z-W&RS	U	Cook	On 95th Street (FA 121) between 68th Court and 54th Ave. in Chicago Ridge and Oak Lawn	1.84			2@36			161,103.85
								c 1.84	Var.			1,231,329.11
										c 1,500		25,500.00
					(For balance of contract see Part A-Primary-same route-section and county)							
10	FA 133	X-710-1968-1	State P	Cook	On ten (10) structures on or near Lawndale Ave. at Stevenson Expressway Interchange in Summit and McCook						dre 10	613,810.00
10	FA 136 Spur	541-I	U	Cook	Railroad Ave. (FA 136 Spur) east of Cook-DuPage County line from Lake Street to North Ave. in Northlake	0.12			2@24			29,532.80
								c 0.12	2@24			168,600.90
			State P		Non-Federal-aid portion of base course							9,244.00
			U								TCS	15,401.80
											EFO	4,000.00
10	FA 173	1969-24Q&RS	State P	Cook	Structure on Kennedy Expressway (FA 173) over North Branch Chicago River and Ramp D structure over Kennedy Expressway north of Grand Ave.						dre 2	167,816.30

	45 and Ill. 64	1969-27-T	State P	Cook	At three (3) culverts carrying Addison Creek under Lake Street (US 20), Mannheim Road (US 45), and North Avenue (Ill. 64) in Melrose Park, Stone Park and Northlake						r 3 culv.	75,815.75
10	SBI 46	464-VB-Q&RS	State P	Cook	Railroad grade separation structure on Mannheim Road (SBI 46) over Proviso Railroad Yard in Melrose Park and Bellwood						rh 1	63,042.50
10	SBI 49	146-S-1-R	State P	Cook	On Ashland Ave. (US 54-SBI 49) north of Harvey	0.34			40			24,825.10
								c 0.12	40			101,457.55
										b 31		620.00
											EFO	2,600.00
10	SBI 54	545-B-5-DR	State P	Cook	Bridge on Ill. 83 (SBI 54) over Calumet Sag Channel northeast of Lemont						rh 1	494,137.70
											EFO	3,000.00
10	SBI 54	1969-1DR	State P	Cook-DuPage	Four (4) existing structures on Ill. 83 (SBI 54) one over AT&SF RR in DuPage County one over Des Plaines River, one over Chicago Sanitary Ship and I&M Canals, and one over GM&O RR in Lemont Township of Cook County						d-re 4	1,742,658.00
											EFO	5,000.00
10	Various	1969-6BR	State P	Cook	Two bridges on 47th and 55th Streets over Flag Creek and two grade separation structures on 1st Avenue and Des Plaines Ave. over Eisenhower Expressway in Chicago						d-re 4	136,188.50
10	Various	1969-9BR	State P	Cook-DuPage	On various routes at various locations in Cook and DuPage Counties						d-re 5	259,793.95
10	Various	1969-17-RS	State P	Cook	At four (4) locations on various routes in northern portion of Cook County	10.02			20			568,823.20
										b 1,450		27,000.00
											EFO	2,500.00
10	Various	1969-20RS	State P	Cook	On various routes at eleven (11) locations in northern portion of Cook County	i 1.73			20			140,844.70m
										b 337		7,751.00m
7	SBI 33	1RS-1,17RS-1	State P	Crawford	On Ill. 1 and 33 (SBI 33) in and west of Robinson	5.71			30			116,989.19
					Maintenance portion of surfacing							6,159.78m
										c 125		4,350.00
					Maintenance portion of patching					c 15		550.00m
											EFO	600.00
1	SBI 6	34RS-2	State P	DeKalb	On Alt. US 30 (SBI 6) between DeKalb-Ogle Countyline and DeKalb	6.70			22			313,346.39
										b 1,950		47,500.00
											EFO	2,000.00
											HS	19,379.41

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route [1]	Section	Class [2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
1	SBI 23	Dist. 1-BRS-1969-12	State P	DeKalb	On Ill. 23 (SBI 23) from Ill. 64 in Sycamore to 0.07 mi. north of Taylor Street in DeKalb	3.48			36,44			603,308.54
										b 1,041		29,729.00
											HS	12,660.96
											EFO	1,000.00
1	SBI 64	126RS-1	State P	DeKalb	Ill. 64 (SBI 64) between Sycamore and DeKalb-Kane County line	3.94			24			165,626.80
										b 631		16,827.00
											EFO	1,000.00
1	SBI 71	116VB-I-1	State P	DeKalb	Railroad grade separation structure on US 30 (SBI 71) over CB&Q RR about 0.5 mi. east of Shabbona						rh 1	53,926.60
											EFO	2,000.00
1	Ill. 23 US 34, Alt. US30	4 h	State P	DeKalb	At 15 locations on various routes in DeKalb County	i 1.79			20			45,289.62 m
										b 350		11,050.00 m
5	Various	1 h	State P	DeWitt-Macon	On US 51 and Ill. 10 near Clinton in DeWitt County; and on US 51, Ill. 48, 48 Spur, and Ill. 121 near Decatur in Macon County	i 1.75			Var.			42,378.60 m
										c 2,379		52,650.20 m
5	SBI 25	(21,23)RS-1,22RS-2	State P	Douglas-Champaign	US 45 (SBI 25) between Tuscola and Pesotum	7.43			24			164,588.84
										c 3,010		50,868.40
											EFO	2,000.00
1	FA 6	6Y-RS-4; 5Y-RS-3	State P	DuPage	US 20 (FA 6) from Cook-DuPage County line southeasterly to east of Ill. 53	6.52			40			1,151,196.41
										b 4,560		128,592.00
											TCS	42,576.77
											EFO	4,865.00
1	FA 7	CY-I	State P	DuPage	On Roosevelt Road (FA 7) between Glen Ellyn and Villa Park	i 2.11			40			252,249.12
							bs 2.11		Var.			48,627.70
										b 236		5,900.00
											TCS	134,719.05
											EFO	3,500.00

1	FA 7	GY-I,CY-I-1	State P	DuPage	On Roosevelt Road (Alt. US 30-FA 7) in Wheaton	0.83			24			58,690.00
								bs 0.83	12			214,699.45
										b 24		704.00
1	FA 77	(112,113)C	F	DuPage	On Ill. 59 (FA 77) southwest of Naperville	0.11			Var.			244,459.60
								bs 0.11	2@16			27,329.50
											EFO	1,500.00
											TCS	24,436.10
2	SBI 64	(130,131)RS-1	State P	DuPage	On Ill. 64 (SBI 64) between Ill. 59 and Villa Park	10.59			40			1,004,299.14
										b 2,963		83,556.60
											HS	47,622.64
											EFO	4,700.00
1	SBI 64	131B-Y	State P	DuPage	Bridge on Ill. 64 (SBI 64) over Salt Creek near west limit of Elmhurst						w 1	183,338.70
											TCS	39,869.85
											EFO	3,400.00
1	Ill. 53 & 56	2 h	State P	DuPage	On Ill. 53 and 56 in eastern portion of DuPage County	i 2.63			20,22			63,918.32 m
										b 300		8,250.00 m
5	SBI 1	CX-RS	State P	Edgar	On Ill. 1 (US 150-SBI 1) from Paris northerly	5.90			20			169,760.50
										c 640		16,820.00
											EFO	2,000.00
7	SBI 138	(101,102,103,104) W,RS	State P	Edwards-Wabash	On Ill. 1 (SBI 138) between Grayville and Mount Carmel	16.35			20			653,796.50
							bs 16.35		3			311,556.00
										b 581		18,430.00
											HS	22,655.50
											EFO	2,500.00
7	SBI 25	12Z(W,RS)	State P	Effingham	On Third Street (US 45-SBI 25) between Washington Street and Market Ave. in Effingham	0.70			42			9,194.80
							c 0.70		2@6			12,798.50
7	SBI 2	20RS-1	State P	Fayette	On US 51 (SBI 2) between Vandalia and Fayette-Shelby County line	16.34			22			644,011.59
										b 732		24,400.00
											EFO	2,000.00
					(For balance of contract see Part A-Primary SBI Route 2-Section 20RS-1-District 7-Fayette County)							
3	SBI 47	(126,127X,128)W, RS-1	State P	Ford	On Ill. 47 (SBI 47) from about 1 mi. south of Gibson City Northerly	4.12			24			147,798.40
							b 4.12		Var.			109,617.90
										b 338		10,140.00
											EFO	4,000.00

TABLE 21.—Continued.
PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route 1	Section	Class 2	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
3	Various	Dist. 3 Bridge Wearing Surface and Handrails Reconstructed	State P	Ford-McLean	Existing five (5) bridges on various routes						hd-r 5	68,230.00
					Existing eleven (11) bridges on various routes						d-re 11	86,630.90
4	SBI 9	(39,40)RS; 36RS	State P	Fulton-McDonough	On Ill. 9 (SBI 9) between Ill. 97 and 41	10.11			21			208,359.60
										c 2,266		39,348.00
4	SBI 31	2 h	State P	Fulton	On Ill. 100 (SBI 31) in Bryant	0.45			18			15,462.00m
										b 201		6,030.00m
4	SBI 98	(108,109)RS	State P	Fulton-McDonough	On US 136 (SBI 98) from north of Adair southeasterly	9.20			18,21			267,958.10
										b 1,198		25,896.00
										c 81		2,183.29
4	SBI 168	23RS	State P	Fulton	Ill. 97 (SBI 168) between Knox-Fulton County line and Fairview	4.86			18			99,823.42
										c 1,733		34,369.00
9	SBI 1	(29,29X,30,31,42, 42Y)RS-1	State P	Gallatin-Saline	On US 45 (SBI 1) between Harrisburg and Gallatin-White County line (Ill. 141)	14.42			36			810,086.20
										b 932		31,669.00
											EFO	5,000.00
9	SBI 13	10-2,10-3-1	F	Gallatin	Ill. 13 (SBI 13) from northwest of Equality easterly	0.61			24			45,896.50
			State P		Non-Federal-aid portion of surfacing							49,484.64
			F				b 0.61		2@3			118,967.89
										b 476		16,600.00
					(For balance of contract see Part A-Primary same Route, Section, and County)							
8	FA 164	3-RS	State P	Greene	On US 67 (FA 164) in and north of Greenfield	9.81			22,25			376,656.90
										c 4,430		115,918.00
											EFO	2,000.00
3	SBI 47	(109,110)RS	State P	Grundy-Kendall	Ill. 47 (SBI 47) between Morris and Yorkville	2.32			22			35,630.02m

				White	On US 460 (SBI 14) from Enfield west to McLeansboro	10.22	......	......	24	....	....	400,930.00
						......	......	......	......	b 451	....	10,222.00
											HS	16,880.00
											EFO	1,000.00
7	SBI 142	(113-2 & 114)RS-1	State P	Hamilton	On US 460 (SBI 142) between Belle River and McLeansboro	12.50	......	......	24	....	....	497,252.30
						......	......	......	......	b 525	....	11,899.00
						......	......	......	......	....	HS	13,055.50
						......	......	......	......	....	EFO	1,000.00
4	Various	Dist. 4 Bridge Handrail Reconstruction '69-3	State P	Hancock-Henderson	On three (3) bridges: one on Ill. 94 about 2.5 mi. northeast of Bowen, one on US 136 about 2.5 mi. east of Carthage and one on Ill. 94 about one mi. north of Stronghurst	......	......	......	......	....	hd-r 3	31,770.00
4	SBI 8	5,6,7,8(W,RS)	State P	Henderson-Warren	On US 34 (SBI 8) from Kirkwood westerly to east of Gulfport	14.89	......	......	24	....	....	608,558.49
						......	b 12.00	......	4	....	....	532,010.45
						......	......	......	......	b 3,472	....	83,328.00
						......	......	......	......	c 180	....	4,320.00
						......	......	......	......	....	HS	21,152.25
						......	......	......	......	....	EFO	2,000.00
4	SBI 94,8	109RS-1,111RS, 8RS-1	State P	Henderson	Ill. 94 (SBI 94) from north of Stronghurst southerly and on US 34 (SBI 8) about 0.5 mi. east of Gulfport	4.75	......	......	Var.	....	....	164,704.25
						......	......	......	......	b 1,618	....	32,360.00
4	SBI 94	Dist. 4 Pavement Patching '69-3	State P	Henderson	On 10.85 mi. of Ill. 94 (SBI 94) from Bald Bluff Southerly to Biggsville	......	......	......	......	c 1,974	....	46,915.00m
4	SBI 94A	3 h	State P	Henderson	On Ill. 164 (SBI 94A) from Mississippi River Bridge in Oquawka easterly	3.46	......	......	18	....	....	23,805.50m
						......	......	......	......	c 1,000	....	28,000.00m
4	SBI 28, 88	9RS-1, (121,122) RS	State P	Henry-Bureau-Stark	On US 34 (SBI 28) between Ill. 78 and Galva and on Ill. 88 (SBI 88) from Buda northerly and from Bureau-Stark County line southerly	7.80	......	......	21,var.	....	....	220,761.85
						......	......	......	......	c 1,411	....	26,777.50
3	SBI 25	(34&35)RS	State P	Iroquois	On US 45 (SBI 25) between Delrey and Buckley	i 2.18	......	......	24	....	....	58,247.15m
						......	......	......	......	....	EFO	1,600.00m
3	SBI 49	(137,138)RS	State P	Iroquois	Ill. 49 (SBI 49) from west limit of Crescent City northerly	7.89	......	......	18,24	....	....	249,026.30
						......	......	......	......	b 216	....	6,480.00
						......	......	......	......	....	EFO	800.00

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route [1]	Section	Class [2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
9	FA 144	(28,30)RS-1	State P	Jackson-Union	On Ill. 127 and 146 (FA144) between Murphysboro and Jonesboro	bao 8.72			18,22			130,237.00
											EFO	2,000.00
9	SBI 13	12C&E-D	State P	Jackson	Bridge on Ill. 127 (SBI 13) over Big Muddy River at south limit of Murphysboro						d-re 1	98,991.00
											EFO	2,083.00
9	SBI 13	(13X,14,15,15V, 15X,16,16X)RS-1; (13,16)RS-2	State P	Jackson-Perry	Ill. 13 (SBI 13) between Murphysboro and Ill. 154 in Pinckneyville	20.05			22,24			1,110,904.00
										b 4,272		141,592.00
											HS	14,641.00
											EFO	4,500.00
7	FA16	13Z(W&RS)	U	Jefferson	On US 460 (FA 16) between 42nd and 22nd Streets in Mt. Vernon	1.32			2@24			181,016.45
								bs 1.32	2@24			849,873.75
										b 297		7,987.50
											EFO	6,000.00
7	SBI 142	113RS-1	State P	Jefferson	On US 460 (SBI 142) between Mt. Vernon and Dahlgren	11.32			24			454,062.20
										b 488		11,051.00
											HS	15,753.00
											EFO	1,000.00
2	SBI 5	1(W,RS)	State P	JoDaviess	On US 20 (SBI 5) from about 5 mi. east of East Dubuque to 5 mi. west of Elizabeth	15.70			24			367,125.00
							c 8.26		2@3			489,246.50
										b 300		6,562.50
											EFO	2,000.00
2	SBI 5	2(W,RS)	State P	JoDaviess	On US 20 (SBI 5) from about 5 mi west of Elizabeth to west limit of Stockton	16.09			24			458,085.90
							b 16.00		2@3			447,010.00
										b 300		6,750.00
											EFO	2,000.00
2	SBI 5	3(W,RS)	State P	JoDaviess-Stephenson	On US 20 (SBI 5) from west limit of Stockton to 2 mi. east of intersection with Ill. 73	13.68			24			415,819.10
							b 13.50		2@3			384,178.20
										b 240		5,520.00

2	SBI 5	23BR	State P	JoDaviess	Bridge on US 20 (SBI 5) over Yellow Creek about 2.5 miles northeast of Stockton						r 1	92,101.50
											EFO	1,000.00
2	SBI 5	28BR	State P	JoDaviess	On US 20 (SBI 5) over Apple River about 1 mi. west of Elizabeth						r 1	248,611.50
											EFO	1,000.00
9	SBI 1	38(W,RS-1), 39RS-6, 40(W,RS-8), 41(W,RS-4)	State P	Johnson-Massac	US 45 (SBI 1) between Vienna and Metropolis	19.39			24			793,893.37
							b 19.00		Var.			63,235.00
										b 180		6,165.00
											HS	55,286.50
											EFO	3,500.00
9	SBI 146, 150, 170	(110,111,111X, 112,119,126)RS	State P	Johnson-Pope-Randolph	On Ill. 154 (SBI 170) between Red Bud and Sparta; on Ill. 150 (SBI 150) about 4 mi. southwest of Steelville; and on Ill. 146 (SBI 146) between Vienna and Golconda	i 3.70			18,20			84,982.25m
										b 2,375		78,100.00m
1	FA 141	61K	F	Kane	On Ill. 56 under Business Route 30 (FA 141) about 1 mi. northeast of Sugar Grove	0.60			2@24			57,605.17
								c 0.60	2@24			736,150.00
					On SBI 71 over FA 141						w 1	252,406.20
											EFO	5,000.00
1	Ill. 47	3 h	State P	Kane	On Ill. 47 between Elburn and Lily Lake	i 1.71			20			40,854.25m
										b 300		8,870.00m
1	SBI 22	Dist. 1-BRS-1969-6	State P	Kane-Kendall	On US Business Route 30 (SBI 22) in Aurora	3.48			24			224,904.02
										c 345		8,874.00
											HS	7,134.50
											EFO	2,000.00
3	SBI 1	(K,15D&5)RS-1	State P	Kankakee	On Ill. 1 (SBI 1) from St. Anne northerly	7.05			22			280,162.10
										b 61		1,385.00
											EFO	1,000.00
3	SBI 115	(101,102)RS	State P	Kankakee	On Ill. 115 (SBI 115) from 5 mi. southwest of Kankakee westerly	i 2.65			18			54,684.80m
											EFO	500.00m
1	FA97	(1-1)RS	State P	Kendall	On Ill. 71 (FA 97) from about 3 mi. southwest of Oswego northeasterly	4.81			22			211,801.01
										b 306		8,707.00

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
4	FA 29 Spur	30	U	Knox	Seminary Street (FA 29 Spur) in Galesburg	0.11	...	...	24	...	...	4,051.00
						...	...	bs 0.10	24	...	...	16,202.15
			State P		Non-Federal-aid portion of base course (For balance of contract see part A-Primary FA 29 Spur- Section 30-Knox County)	...	...	...	...	...	...	31,600.35
4	SBI 28	1-I	State P	Knox	On Old US 34 (SBI 28) northeast of Galesburg	0.32	...	...	24	...	...	50,052.70
						...	...	bs 0.32	25	...	...	27,404.00
						0.07	...	...	...	...	...	1,664.00
						...	...	f 0.07	24	...	...	2,145.00
4	SBI 28	(1-W)RS	State P	Knox	On Losey Street (SBI 28) between Seminary and Beecker Streets in Galesburg	0.24	...	...	36	...	...	14,405.00
1	FA 22	2R-1	F	Lake	On Ill. 21 (FA 22) north of Libertyville	0.39	...	...	2@24	...	...	41,929.45
						...	...	bs 0.39	2@24	...	...	180,404.97
			State P		Non-Federal-aid portion of base course (For balance of contract see Part A-Primary-FA Route 22-Section 2R-1-Lake County)	...	...	...	...	...	...	697.15
1	SBI 21	1YB-I	State P	Lake	On Ill. 21 (SBI 21) over Indian Creek about 0.25 mi. northwest of Lincolnshire	...	...	...	...	...	rh 1	43,196.32
1	SBI 59	105(W,RS), 105RS	State P	Lake	On Ill. 59 (SBI 59) between Ill. 83 and 173 in Antioch	0.51	...	...	27, Var.	...	...	21,474.68
						...	...	...	...	b 541	...	11,374.00
1	US 12, Ill. 60 & 53	Dist. 1-BRS-1969-7	State P	Lake	On US 12 north of Lake Zurich, and on Ill. 53 and 60 south of Mundelien	9.09	...	...	24, 44	...	...	526,901.80
						...	...	...	...	b 3,100	...	62,000.00
						...	...	...	...	...	HS	27,783.00
						...	...	...	...	...	EFO	1,000.00
1	Ill. 59, 176 & US 12	1 h	State P	Lake	On Ill. 59, 176 and US 12 in west portion of Lake County	i 1.53	...	...	20,40	...	...	24,366.65m

3	FA 2	71X-I&RS	State P	LaSalle	On City US 51 (FA 2) from intersection with US 51 to north limit of LaSalle	1.46			22			63,270.90
3	SBI 2	(68,69,70)RS-2	State P	LaSalle-Marshall	On US 51 (SBI 2) from Wenona northerly to Illinois River Bridge	13.64			20,24			398,021.36
										b 262		5,027.00
											EFO	2,000.00
3	SBI 2	1969-B-I	State P	LaSalle-Marshall-Woodford	Bridges on US 51 (SBI 2) between Mendota and El Paso						rh 13	155,276.75
											EFO	1,500.00
3	SBI 7	33BR-1	State P	LaSalle	Dry land bridge on 4th Street (SBI 7) in Peru						rh 1	168,057.11
											EFO	1,940.00
7	SBI 1	(14,15)RS-1	State P	Lawrence	On Ill. 1 (SBI 1) between Allendale and Lawrenceville	9.59			24			370,334.80
										b 414		10,764.00
											HS	9,467.50
											EFO	1,500.00
7	SBI 1	16BR-1	State P	Lawrence	Bridge on Ill. 1 (SBI 1) over Embarrass River near Lawrenceville						rh 1	70,520.25
2	FA 141	(111,112,113)RS-1	State P	Lee-Whiteside	On US 30 (FA 141) from US 52 westerly to Rock Falls	18.62			24			575,071.55
										b 467		8,406.00
											EFO	1,000.00
2	SBI 70	(109,110,111,112) RS-2	State P	Lee-LaSalle	On US 51 (SBI 70) between Rochelle and Mendota	i 19.72			22,24			599,795.10
										b 500		12,800.00
											EFO	1,000.00
2	SBI 71	115RS-2	State P	Lee-DeKalb	On US 30 (SBI 71) from Intersection with US 51 to Shabbona	10.72			22			339,641.10
										b 270		6,318.00
											EFO	2,500.00
6	FA 119	(116,117,118)I, 1241	State P	Logan-Mason	On US 136 (FA119) between Ill. 29 and Logan-McLean County line					c 2,136		59,750.00m
6	SBI 121	117RS-1,134S-RS	State P	Logan	On Ill. 121 (SBI 121) near Mt. Pulaski	1.48			18			43,049.95
										c 465		13,950.00
5	SBI 2	50RS-1 & 51RS-3	State P	Macon	On US 51 (SBI 2) between Decatur and Maroa	9.79			22			299,760.00
										c 2,350		70,620.00
											EFO	40.00

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route 1	Section	Class 2	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
5	SBI 48	126,125(W,RS)	State P	Macon	Ill. 48 (SBI 48) between Decatur and Cisco	12.65			26			610,819.26
							bs 12.65		2@3			242,356.40
										c 840		25,515.00
											EFO	4,410.00
											HS	7,721.12
8	SBI 111	(126,128,129)RS-1	State P	Macoupin-Madison-Jersey	On US 67 (SBI 111) from Medora Southerly to Godfrey	15.44			24			613,353.50
										c 766		24,022.00
											EFO	2,500.00
8	SBI 127, 16,110, &48	(101)RS-2, (21Z) RS, (119)RS, (137)RS-1	State P	Macoupin-Montgomery	On Ill. 127,138,48 (SBI 127,16,110,48) from US 66 to northeast limits of Raymond; from one (1) mile south of Mt. Clare northeasterly to Ill. 4; and in Hillsboro	7.27			Var.			278,053.30
										c 1,997		55,738.50
8	SBI 159	128VB-I	State P	Madison	Structure on Ill. 159 (SBI 159) over Ill. Terminal RR						d-r 1	96,883.50
7	SBI 2& 12	28(W,RS-1); (16, 17,18)RS-1	State P	Marion	On US 51 (SBI 2) from Sandoval northerly and on US 50 (SBI 12) from Clinton-Marion County line easterly to near FAI 57	9.87			24			416,495.80
							bs 9.87		4			34,992.80
										b 376		16,135.00
											EFO	1,800.00
4	SBI 29	3RS	State P	Marshall	On Ill. 29 (SBI 29) from Sparland southerly	2.39			22			58,788.50
										b 411		8,107.00
										c 169		3,042.00
4	SBI 29	(20,2,3,4,5)RS, 6RS-1	State P	Marshall-Peoria	On Ill. 29 (SBI 29) from Putnam-Marshall County line southerly	12.89			24			478,208.20
										b 1,227		27,881.00
										c 407		8,547.00
											HS	14,809.75

4	SBI 3	(38,39Ext., 39, 40,41)W&RS	State P	McDonough-Schuyler	US 67 (SBI 3) from 1.5 mi. north of Macomb southerly	17.56			24			472,795.70
							c 17.56		4			546,482.34
										c 747		19,970.30
											EFO	2,000.00
1	SBI 5	12RS-1	State P	McHenry	On US 20 (SBI 5) from Boone-McHenry County line easterly	2.15			24			51,061.45
										b 210		4,200.00
1	SBI 5	10(W,RS-1); 11(W RS-2), 106X&S(W, RS-1)	State P	McHenry-Kane	On US 20 (SBI 5) between Ill. 23 and Ill. 47	10.37			24			366,032.65
							b 10.37		2@3			292,763.00
										b 1,135		28,375.00
											EFO	2,500.00
1	SBI 23	24B-R	State P	McHenry	On Ill. 23 (SBI 23) about 1.5 mi. southeast of Riley	0.56			24			130,679.18
											rh 1	100,013.25
											EFO	2,000.00
1	SBI 47	104RS-1, 104BR-1, 2,3	State P	McHenry	Ill. 47 (SBI 47) between Wisconsin-Illinois State line and Woodstock	12.50			20			519,261.46
										b 2,507		60,275.50
											rh 3	37,416.38
											EFO	1,500.00
3	FA 2	55R, 55RS-2	F	McLean-DeWitt	On US 51 (FA 2) from about 3 mi. south of Heyworth northerly	0.73			24			24,629.25
			State P		Non-Federal-aid portion of surfacing				24			139,316.25
			F					bs 0.73	24			250,953.48
											EFO	5,000.00
3	SBI 2	(62,63,64)RS-1	State P	McLean-Woodford	US 51 (SBI 2) between Normal and El Paso	13.64			24			620,284.95
										b 1,146		25,286.00
											EFO	1,200.00
4	SBI 83	(122,123)RS	State P	Mercer	Ill. 17 (SBI 83) from near Mississippi River easterly to west of Joy	5.40			18			165,701.05
										b 1,294		25,880.00
4	SBI 85	102X(W,RS), 102 Ext., 103X,103, 104(W,RS-1)	State P	Mercer	On US 67 (SBI 85) from Matherville southerly to Alexis	13.94			24			222,446.50
							c 9.60		Var.			569,814.66
										b 302		7,685.00
										c 50		1,232.50
											EFO	1,800.00

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route 1	Section	Class 2	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
8	SBI 3	68RS-2&(69,70)RS-1	State P	Monroe	On Ill. 3 (SBI 3) from about 1 mi. south of Ill. 158 to west of Red Bud	14.38			22			529,373.87
										c 2,224		84,670.64
											HS	12,419.00
											EFO	3,000.00
6	SBI 3	81RS-1	State P	Morgan	On US 67 (SBI 3) from south limit of Jacksonville southerly	3.76			22			98,299.50
										c 576		13,930.00
											EFO	1,000.00
6	SBI 36	(22,23)RS-1	State P	Morgan-Scott	US 36 (SBI 36) from about 2 mi. west of Jacksonville southwesterly	7.03			22			268,473.95
										b 1,405		42,236.50
											EFO	1,000.00
											HS	3,190.60
6	SBI 104	(127,128X)RS	State P	Morgan	Ill. 104 (SBI 104) between Jacksonville and Franklin	10.65			20			348,793.00
										c 3,250		76,350.00
											EFO	1,000.00
5	FA 33	102,103(W,RS)	F	Moultrie	On Ill. 121 (FA 33) between Dalton City and Sullivan	8.38			24			300,167.25
							b 8.38		2@3			1,084,318.44
										c 1,960		54,360.00
											EFO	6,700.00
2	SBI 6	(9,10)RS-1	State P	Ogle	On Alt. US 30 (SBI 6) between Rochelle and DeKalb-Ogle County line	6.42			22			178,850.15
2	SBI 2	38RS-1, 39RS-1	State P	Ogle-Lee	On Ill. 2 (SBI 2) from north of Dixon to Oregon	13.35			22			319,979.75
2	SBI 2	(34,35,36S)RS-1	State P	Ogle-Winnebago	On Ill. 2 (SBI 2) between Byron and Rockford	10.03			22			269,254.25
4	FA 40	(130-2)I-1	T	Peoria	Knoxville Ave. (FA 40) adjacent to Lake Ave. intersection north of Peoria	0.25			Var.			26,338.00
							c 0.25		Var.			213,895.88
											EFO	3,200.00
4	SBI 30	8RS	State P	Peoria-Stark	On Ill. 91 (SBI 30) between Stark and Princeville	4.21			18			95,562.46
										b 923		17,942.00
										c 280		4,900.00

4	SBI 91	4 h	State P	Peoria	On US 150 (SBI 91) from 3 mi. north of Brimfield to Kickapoo	i 4.20			24			38,382.00m
										b 1,291		24,103.00m
4	SBI 121	103B-I-1	State P	Peoria-Tazewell	On Cedar Street Bridge carrying Ill. 8, 29 & 116 (SBI 121) over Illinois River at Peoria						d-r 1	1,872,813.40
											EFO	2,400.00
4	US 24	1 h	State P	Peoria	On US 24 in Peoria	0.38			40,48			10,994.00m
9	SBI 152, & 13	(101X,101,103)RS-1,102RS-2, 17(W,RS)	State P	Perry-Randolph	On Ill. 13 (SBI 152 & 13) from Tilden easterly to Pinckneyville	20.25			22,24			959,467.75
							b 0.88		3,4			189,776.10
										c 5,566		166,908.50
											HS	34,245.00
											EFO	3,500.00
6	SBI 36	14(W,RS-1)	State P	Pike	On US 36 (SBI 36) between Kinderhook and Hull	1.41			24			45,944.00
							c 1.40		2@3			46,811.40
										c 255		7,110.00
8	SBI 100, 38	(123,124)RS, (4,5)RS	State P	Pike-Calhoun	Ill. 100 (SBI 100 & 38) from Pearl southerly to Hardin	22.81			18,20			748,025.80
										c 2,724		76,513.50
9	FA 165	13RS-2	State P	Pulaski-Massac	On Ill. 169 (FA 165) from Karnak easterly to US 45	5.73			20			83,064.50
											EFO	3,500.00
3	SBI 89C	105RS-1	State P	Putnam	On Ill. 18 (SBI 89C) from Illinois River Bridge at Henry easterly to Magnolia	3.23			18			66,847.70m
											EFO	1,800.00m
9	SBI 3 & 150	71RS-2, 72RS-1, 74RS-1 & (121, 122)RS-3	State P	Randolph	On Ill. 3 (SBI 3 & 150) from south of Rockwood northerly to Red Bud	16.84			24			922,809.46
										b 1,005		33,275.00
											HS	38,355.00
											EFO	5,000.00
9	SBI 13	(20,19,18,17)W,RS	State P	Randolph-Perry	On (Ill. 154 (SBI 13) between Sparta and Pinckneyville	17.26			24			658,965.00
							b 17.26		1@4			734,409.45
										b 3,363		109,034.00
											EFO	5,000.00
											HS	57,045.00

TABLE 21.—Continued. PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
9	SBI 150	117RS-1, 130RS, 131RS-2	State P	Randolph-Jackson	On Ill. 4 (SBI 150) from south limit of Sparta southerly and on Ill. 3 (SBI 150) from Grimsby Wye to Grand Tower Road	5.72	......	......	18,20	....	....	220,816.00
										b 510	....	15,902.00
											EFO	3,500.00
2	SBI 3	(8,9,10,11)W,RS	State P	Rock Island	Ill. 2 (SBI 3) from 1 mi. northeast of FAI Route 80 interchange to the Whiteside County line	10.49	......	......	24	....	....	332,334.50
							b 10.49	......	2@4	....	....	447,682.18
										b 300	....	7,560.00
											HS	33,831.75
											EFO	1,400.00
2	SBI 80	112Y-1FR	State P	Rock Island	North and South Frontage Roads along Ill. 2 (SBI 80) between 3rd and 16th Streets in East Moline	1.72	......	......	2@24	....	....	39,420.90
2	SBI 85	106W&RS-1	State P	Rock Island-Mercer	On US 67 (SBI 85) between Coyne Center and Preemption	6.82	......	......	26	....	....	190,240.74
							b 6.80	......	2@4	....	....	202,304.24
										b 400	....	9,980.00
											EFO	1,600.00
6	SBI 10	(16,18,19)RS-1 & 40 (W,RS-1)	State P	Sangamon	On US 36 (SBI 10) between Springfield and Illiopolis	7.80	......	......	24	....	....	341,128.69
										b 498	....	16,185.00
											HS	15,539.55
											EFO	2,000.00
6	SBI 10	21RS-1, 23RS-4 & 24RS-3	State P	Sangamon-Morgan	On US 36 and 54 (SBI 10) between west of Springfield and Ill. 123 at Alexander	12.88	......	......	24	....	....	461,515.57
										b 1,180	....	36,795.00
											HS	23,039.50
											EFO	1,000.00
6	SBI 123, 125	(105,106)RS-1 & 102RS	State P	Sangamon	Ill. 123 and 125 (SBI 123, 125) about 1.25 mi. northwest and 0.12 mi. west of Pleasant Plains	i 1.12	......	......	18	....	....	25,738.70m
										c 207	....	7,998.00m
6	SBI 100	111RS-1, 112R	State P	Schuyler	Ill. 100 (SBI 100) from Frederick northerly to Browning	5.21	......	......	18,22	....	....	154,235.70
										c 375	....	8,777.00

6	SBI 103, 104	101RS-1,102RS, (121,122)RS	State P	Schuyler-Brown	Ill. 103 and 99 (SBI 103,104) between northeast of Ripley and Beardstown	i 2.26			18	c 484		41,615.30 m 12,945.00 m
7	SBI 1	19RS-1	State P	Shelby-Christian	US 51 (SBI 1) between Fayette-Shelby County line and Pana	11.33			22	b 438	EFO	445,045.92 12,639.95 2,500.00
					(For balance of contract see Part A-same Route-County and Section)							
8	FA 68	50RS-1, 421RS, 113RS-1	State P	St. Clair	US 460 (FA 68) between Freeburg and St. Libory	11.22			24	c 1,430	HS EFO	429,329.79 53,625.00 34,537.70 7,500.00
8	FA 145, 16	(70,6,106,105)RS-1; (6,7)RS-1	State P	St. Clair-Washington	On US 460 (FA 145, 16) between west edge of St. Libory and Nashville	18.88			22	c 1,272	HS EFO	1,149,594.80 47,700.00 44,734.00 7,500.00
8	SBI 3 & 57	64RS-2, 121-1RS, 59RS	State P	St. Clair	On Ill. 3 (SBI 3) through Dupo and on Ill. 157 (SBI 157) from Cahokia to Centerville, and on Ill. 157 in Caseyville	8.04			20,22	c 3,221		246,795.49 101,958.95
8	SBI 3	(64,65)RS-1	State P	St. Clair-Monroe	On Ill. 3 (SBI 3) from Piggott Ave. in East St. Louis southerly	6.52			38	c 2,688	HS EFO	440,542.65 93,484.00 22,198.00 2,000.00
8	SBI 12	26RS-2 &(27,28) RS-1	State P	St. Clair-Clinton	On US 50 (SBI 12) between Lebanon and Breese	13.40			22,40	c 948	HS EFO	483,880.00 34,169.48 10,809.50 4,000.00
8	SBI 12	(30,31,32)RS-1	State P	St. Clair	US 50 (SBI 12) from Ill. 159 to Lebanon	9.15			24	b 1,733	HS EFO	398,546.31 64,987.50 24,428.50 7,500.00

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route [1]	Section	Class [2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
8	SBI 13	(22,23,24)RS-1	State P	St. Clair	Ill. 13 (SBI 13) from New Athens to Washington County line	14.25	......	......	24	....	....	582,057.69
										b 4,258	....	135,123.20
											HS	25,680.50
											EFO	2,000.00
8	SBI 13	25,27,28	State P	St. Clair	Ill. 13 (SBI 13) between Belleville and New Athens	12.98	......	......	24	....	....	477,857.49
										b 1,835	....	60,327.50
											EFO	2,000.00
											HS	23,957.30
2	SBI 5	4(W,RS)	State P	Stephenson	On US 20 (SBI 5) from 2 mi. east of intersection with Ill. 73 to Stephenson-Winnebago County line	17.05	......	......	24	....	....	468,147.65
							b 14.88	......	2@3	....	....	413,213.50
										b 240	....	4,860.00
											EFO	1,000.00
2	SBI 5	22BR	State P	Stephenson	Bridge on US 20 (SBI 5) over Yellow Creek about 1.5 mi. southwest of Lena	......	......	......	......	....	r 1	91,292.20
											EFO	1,000.00
2	SBI 5	23BY	State P	Stephenson	Bridge on US 20 (SBI 5) over Yellow Creek near Stephenson-JoDaviess County line	......	......	......	......	....	w 1	37,135.70
											EFO	2,000.00
2	Various	Dist. 2 Bridge Wearing Surface Replacement '69-1	State P	Stephenson-Carroll	On thirteen (13) existing structures on various routes in Stephenson and Carroll Counties	......	......	......	......	....	dre 13	94,867.60
											EFO	3,300.00
4	FA 9	36-1, 36RS-1	F	Tazewell	US 24 (FA 9) between Felker and Washington	0.76	......	......	24	....	....	64,396.32
							c 0.76	......	2@var.	....	....	487,591.36
										c 463	....	17,484.00
					(For balance of contract see Part A-Primary-FA Route 9-Sections 36-1, 36RS-1-Tazewell County)							
4	SBI 8	(50,104VX)RS	State P	Tazewell	On Camp Street (Ill. 8 - SBI 8) from Illinois River to Diversion Channel and on Junction Ave. (Ill. 8) and US 150 between Washington Street and Pershing Road in Peoria	1.11	......	......	30	....	....	43,755.90

4	SBI 121	105-I	State P	Tazewell	Bridge on US 150 (SBI 121) over Little Farm Creek about 0.6 mi. east of Ill. 8 at east limit of East Peoria						d-re 1 EFO	56,934.90 1,365.00
4	SBI 121	(106,107)W,RS-1	State P	Tazewell	On Ill. 121 (SBI 121) from Morton easterly	4.89	b 1.19		24 2@3	b 339	HS EFO	174,313.50 39,959.65 12,276.00 2,652.00 200.00
4	SBI 122	(126X)RS-1, 127RS	State P	Tazewell	On Ill. 122 (SBI 122) from 0.5 mile east of junction with Ill. 121 east of Hopedale	3.99			18	b 1,981		108,904.50 59,430.00
6	SBI 122	M-15d-RS	State P	Tazewell	On Ill. 122 (SBI 122) between Delavan and Ill. 29	4.52			18	c 440		151,527.75 14,080.00
4	SBI 164	5 h	State P	Tazewell	On Ill. 9 (SBI 164) from about 7 mi. east of Tremont easterly	4.40			18	b 336 c 416		22,246.75 m 10,080.00 m 12,480.00 m
4	Ill. 98	Dist. 4 Bridge Handrail Reconstruction '69-1	State P	Tazewell	On existing two (2) bridges on Ill. 98 about one mile east of Ill. 29 and on Ill. 9 about 0.5 mi. east of Ill. 121 both east of Pekin						hd-r 2	25,232.00
7	Various	1 h	State P	Various	On various routes in Lawrence, Crawford, Jasper, and Richland Counties	i 7.05			Var.	b 275		131,805.48 m 5,818.00 m
8	Various	1 h	State P	Various	On various routes in Macoupin, Bond, St. Clair, and Washington Counties	i 7.80			Var.	c 105		133,705.60 m 4,555.00 m
5	Various	2 h	State P	Various	On Various routes in Champaign, DeWitt, Douglas, Piatt and Vermilion Counties	i 4.61			18	c 1,492		161,358.40 m 44,760.00 m
3	Various	Dist. 3 Bridge Handrail and Wearing Surface Reconstruction '69-1	State P	Various	On existing twenty-two (22) bridge superstructures on various routes in Kankakee, Iroquois, Livingston, and Ford Counties						hd & d-rh 22	175,493.10
4	Various	Dist. 4 Bridge Wearing Surface Reconstruction '69-1	State P	Various	On eleven (11) bridges on various routes in Hancock, Henderson, McDonough, and Warren Counties						d-re 11	48,465.50

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
5	Ill. 121 316 & 49	Dist. 5 Bridge Handrail Reconstruction '69-1	State P	Various	On seven (7) existing bridges at various locations in Coles, Moultrie, Edgar, and Champaign Counties						hd-rh 7	77,320.50
											EFO	500.00
5	Various	Dist. 5 Bridge Wearing Surface Replacement '69-1	State P	Various	On Various routes in Champaign, Douglas, Macon, Moultrie, and Shelby Counties						d-re 10	30,297.67
5	FA 11	38(W,RS)	F	Vermilion	US 136 (FA 11) between Danville and Illinois-Indiana State line	1.53			24			71,961.90
							b1.53		2@2			280,437.48
										c 3,193		82,622.00
					(For balance of contract see Part A-Primary-FA Route 11-Section 38BR-Vermilion County)							
5	SBI 1	PZ-RS	State P	Vermilion	On Ill. 1 (SBI 1) between Voorhees and Newell Streets in Danville	1.35			40			154,967.80
										c 1,155		32,690.00
											EFO	2,000.00
5	SBI 1	47RS-3 & (R,48) RS-1	State P	Vermilion	On Ill. 1 (SBI 1) from 5th Street to Gilbert Street Bridge, and from Newell Street northerly to US 136 in Danville	9.71			22,40			622,416.00
										c 920		23,390.00
											EFO	1,900.00
5	SBI 1	47Z-1RS	State P	Vermilion	On State Street (Ill. 1-SBI 1) in Westville	0.94			42			47,138.40
										c 230		5,340.00
											EFO	2,800.00
5	SBI 1	(48,48Z-2)RS	State P	Vermilion	Ill. 1 (SBI 1) from Ill. 119 east of Henning to north of Hoopeston	12.48			22,42			608,457.50
										c 2,500		64,570.00
											EFO	1,900.00

5	Ill. 119 & 49	Dist. 5 Bridge Handrail Reconstruction '69-2	State P	Vermilion-Iroquois	On four (4) existing bridges at various locations on Ill. 119 & 49						hd-rh 4	54,723.00
											EFO	2,000.00
7	SBI 1	(12,13)RS-1	State P	Wabash-Lawrence	Ill. 1 (SBI 1) from 0.5 mi. north of Wabash-Lawrence County line to Mt. Carmel	11.42			24			472,331.75
										b 482		15,265.00
											HS	12,428.00
											EFO	1,500.00
4	SBI 3	(32,33,34,35)W&RS	State P	Warren	US 67 (SBI 3) from 11th Ave. in Monmouth southerly to Roseville	10.88			22,24			427,038.93
							b10.88		Var.			324,038.70
										b 609		16,818.00
											EFO	2,000.00
4	SBI 3	(35,36,37)W&RS	State P	Warren-McDonough	On US 67 (SBI 3) from Roseville to about 0.5 mi. south of Good Hope	12.36			24			433,777.19
							b 12.13		2@3			387,625.09
										b 1,210		32,940.50
										c 200		5,200.00
											EFO	2,000.00
4	SBI 3	101,28(W,RS-1) 28,29(W,RS), 28R-RS	State P	Warren	On US 67 (SBI 3) between west of Alexis and Monmouth	11.54			24			404,399.59
							b 11.54		Var.			313,439.93
										b 838		18,436.00
										c 44		968.00
											EFO	2,700.00
4	SBI 8	(1&3)RS-1	State P	Warren-Knox	On US 34 (SBI 8) between Galesburg and Monmouth	8.07			22			342,669.90
										b 714		17,850.00
											HS	5,454.00
											EFO	1,800.00
4	SBI 97	139RS-1, 140RS	State P	Warren	Ill. 116 (SBI 97) from east limit of Roseville easterly	6.93			24			231,136.30
										b 732		18,646.00
8	FA 22	10Z(W,RS), 10-1 (W,RS)	F	Washington	On US 51 and 460 (FA 22) in Ashley	1.63			24			155,070.61
							bs 1.63		2@3			521,247.36
										c 1,232		41,690.00
					(For balance of contract see Part A-Primary-FA Route 22-Sections 10Z(W,RS), 10-1(W,RS)-Washington County)							

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route [1]	Section	Class [2]	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
8	SBI 15	(5RS-1,6RS-2); (10,11,12,13)RS-1	State P	Washington-Jefferson	Ill. 160 (SBI 15) from south of Okawville southeasterly	6.05			18			153,853.85
					Ill. 15 (SBI 15) from Ashley easterly to FAI 57	9.58			18			239,816.01
										c 859		27,530.00
7	SBI 1	(3,2,28,29)RS-1	State P	White	Ill. 1 (SBI 1) between Carmi and White-Gallatin County line	13.82			18,22			530,063.40
										b 534		20,655.00
											HS	14,711.50
											EFO	3,500.00
7	SBI 14	(11,12)RS-1	State P	White	US 460 (SBI 14) from Carmi west to Enfield	8.63			24			341,705.45
										b 365		11,555.00
											HS	12,449.50
											EFO	1,500.00
7	SBI 139	101B-I	State P	White	On five (5) bridges at various locations on US 460 (SBI 139) in White County						hd-r 5	177,454.00
2	FA 141, 7	110RS, (29,15,16 17)RS-1	State P	Whiteside	US 30 (FA 141,7) between Fulton and Rock Falls	13.85			22,24			394,511.30
										b 350		8,750.00
											EFO	1,200.00
2	SBI 3	(11,12,13,14)W,RS	State P	Whiteside	Ill. 2 (SBI 3) from bridge over Meredosia Slough easterly	13.56			26			418,152.30
							b 13.56		2@4			425,438.50
										b 300		7,500.00
											HS	35,862.80
											EFO	1,200.00
2	SBI 86	105RS-1	State P	Whiteside	Ill. 2 (SBI 86) between Ill. 78 and west of Rock Falls	10.19			24			306,367.00
										b 200		5,000.00
											EFO	1,200.00
2	SBI 80, 82 & 88	(101,102,110,140, 141,135EXT)RS	State P	Whiteside-Bureau-Rock Island	On Ill. 84 (SBI 80) from south of Albany southwesterly; on Ill. 172 (SBI 82) from Prophetstown easterly to Ill. 88 and on Ill. 88 (SBI 88) from Ill.							

1	FA 8	JX-R	F	Will	On FA 8 (US 6) from southwest of Rockdale northeasterly	1.35			2@24			89,751.60
								bs1.35	2@24			549,606.68
			State P		Non-Federal-aid portion of base course							119,933.80
			F							b 147		5,145.00
											mo TCS	16,745.10
			State P		Non-Federal-aid portion of traffic signals							15,304.20
			F								EFO	3,500.00
1	FA 23	13R-1	F	Will	On US 30 (FA 23) and intersection with Gougar Road and relocated Washington Street east of Joliet	0.81			24			82,745.25
			State P		Non-Federal-aid portion of surfacing	0.58			24			24,761.00
			F					c 0.81	24			401,280.76
			State P		Non-Federal-aid portion of base course			c 0.58	24			164,577.02
			F							b 128		4,480.00
					(For balance of contract see Part A-Primary same Route, Section, and County-District 1)							
1	SBI 1	9Y-RS-1 & 8Y-RS-1	State P	Will	On Ill. 1 (SBI 1) between Goodenow and Sollitt	5.80			22			377,755.10
										b 3,454		62,374.00
											EFO	2,000.00
1	SBI 1	10, 10W-RS & 9Y-RS-2	State P	Will	On Ill. 1 (SBI 1) from south city limit of Crete southerly	2.97			22,36			221,006.82
										b 348		6,996.05
											EFO	500.00
1	SBI 4	Dist. 1 Pavement Patching '69-1	State P	Will	On 11 mi. of Ill. 53 (SBI 4) between Joliet and Wilmington					b 1,786		51,746.80
1	SBI 22	15B-I-1	State P	Will	Bridge on US 30 (SBI 22) over DuPage River at west limit of Plainfield						r 1	77,981.52
											EFO	1,500.00
1	SBI 49	143-VB-R	State P	Will	Railroad grade spearation structure on US 54 (SBI 49) over IC RR at south limit of Monee						d-rh1	167,388.64
											EFO	2,300.00
1	Ill. 171 & US 6	5^{h}	State P	Will	On Ill. 171 between Lockport and south limit of Cook County and on US 6 at south limit of Joliet	i 1.74			22			43,857.00 m
										b 300		8,100.00 m
9	SBI 13	6,7(W,RS-1), 8,3 3-1(W,RS)	State P	Williamson-Saline	On Ill. 13 (SBI 13) between Marion and Harrisburg	16.94			24			643,330.20
							b 16.94		3,4,6			747,914.70
										c 1,412		45,978.00
											EFO	5,000.00

TABLE 21.—Continued.

PART B.—Continued.

PRIMARY HIGHWAY REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID INTERSTATE CONTRACTS)—PART "B"

District	Route 1	Section	Class 2	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles of Base Course	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
9	SBI 147	(113,113V,114)RS-3	State P	Williamson-Johnson	Ill. 37 (SBI 147) between Pulleys Mill and West Vienna	13.00	......	......	24	....	....	582,869.45
										b 120	....	4,230.00
											HS	22,761.00
											EFO	3,000.00
2	SBI 70	(105,106,107)RS-1	State P	Winnebago-Ogle	On US 51 (SBI 70) between Rockford and Rochelle	19.95	......	......	24, Var.	....	....	707,289.25
										b 618	....	12,360.00
											EFO	1,000.00
3	FA 147	111(W&RS)	RF	Woodford-Livingston	On Ill. 116 (FA 147) between US 51 and Flanagan	8.54	......	......	24	....	....	281,426.60
							b 8.54	......	1@3	....	....	684,946.40
										b 259	....	6,776.00
											EFO	3,200.00
					Primary highways—							
					Continuous bituminous concrete resurfacing	1,261.08	......	......	......	....	....	$ 50,650,503.93
					Intermittent bituminous concrete resurfacing	82.26	......	......	......	....	....	2,228,197.99
					Concrete base course widening	....	44.60	......	......	....	....	3,222,633.16
					Bituminous base course widening	....	234.26	......	......	....	....	8,961,495.10
					Bituminous stabilized base course widening	....	43.34	......	......	....	....	1,520,266.12
					Full-width concrete base course	....	......	9.20	......	....	....	3,717,952.10
					Bituminous aggregate overlay	....	......	8.72	......	....	....	130,237.00
					Bituminous stabilized base course	....	......	5.15	......	....	....	2,268,705.28
					Gravel or crushed stone base course	....	......	0.07	......	....	....	2,145.00
					Concrete pavement patching	....	......	......	......	83,535	....	2,279,113.16
					Bituminous pavement patching	....	......	......	......	89,690	....	2,440,082.35
					Bridges rehabilitated or repaired	....	......	......	......	....	30	2,043,460.53
					Bridges widened	....	......	......	......	....	5	626,261.70
					Bridge decks reconstructed or rehabilitated	....	......	......	......	....	24	2,145,190.00
					Bridge decks resurfaced	....	......	......	......	....	73	3,503,842.96
					Bridges, handrails reconstructed	....	......	......	......	....	28	456,355.50
					Reinforced concrete box culvert	....	......	......	......	....	3	109,834.55
					Highway signing rehabilitated (on 476.49 miles)	....	......	......	......	....	....	867,336.03
					Traffic control signals modified (at 20 intersections)	....	......	......	......	....	....	295,528.37
					Engineer's field offices and laboratories	....	......	......	......	....	135	325,703.00
					Concrete box culvert rehabilitated	....	......	......	......	....	1	75,815.75
					Totals, primary highway contracts, Part "B"	1,343.34	322.20	23.14	......	173,225	299	$ 87,870,659.58

STATE SECONDARY ROAD REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)—PART "B"

District	Route	Section	Class	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles Full-Width Base	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
10	Ill. 19	1969-16-RS	State S	Cook	On Cook-Lake County line Road between Kane-Cook County line and School Road in Barrington; and on 9.20 miles of Ill. 19 between Willard Ave. in Elgin and Cook-DuPage County line	13.85			24	b 4,000	EFO	798,837.50 88,000.00 2,000.00
10	SA 48A, 48&128	1969-22BR	State S	Cook	Three (3) bridges over North Shore Channel located at Lincoln Ave. (SA 48A), Howard St. (SA 48), and Oakton Street (SA 128) in and north of Chicago						re 3	103,550.05
1	CHS 8	163-N	State S	DuPage	On Ramp at York Road (CHS 8) in Oakbrook	0.08			16			15,932.33
10	CHS 013	3025-15D-R	State S	Cook	On Elmhurst Road (CHS 013) over Higgins Creek near Des Plaines (For balance of contract see Part A-same route-section and county)						w 1 EFO	36,742.56 4,500.00
10	CHS 016	1317-BR	State S	Cook	Bridge on Wolf Road (CHS 016) over Salt Creek between Westchester and Western Springs						dr 1	28,471.00
10	CHS 031	3091-W&RS	State S	Cook	On First Ave. (CHS 031) from Roosevelt Road southerly	0.27	c 0.27		52 2@6	c 200	m TS EFO	17,277.20 43,512.80 4,000.00 13,094.40 2,000.00
1	CHS 042	1969-8BR	State S	Cook	Bridge on Touhy Ave. (CHS 042) over Chicago River in Niles						d-re 1	42,546.50
10	CHS 060& 062	1969-7BR	State S	Cook	Grade separation structure carrying Vincennes Road and Chicago Road over Tri-State Tollway in Thornton						dr 1	79,183.80
10	CHS 069	069-1213-15D-W&FL	State S	Cook	On Burnham Ave. (CHS 069) between Chippewa Ave. and Brainard Ave. on the south side of Chicago	0.17			30		EFO	41,165.45 2,800.00

TABLE 21.—Continued.

PART B.—Concluded.

STATE SECONDARY ROAD REHABILITATION CONTRACTS AWARDED BY THE STATE (EXCLUDING FEDERAL-AID SECONDARY CONTRACTS)—PART "B"

District	Route	Section	Class	County	Location	Miles of Bituminous Surface	Miles Base Widening	Miles Full-Width Base	Width in Feet	Pavement Patching Sq. Yds.	Number of Bridges Etc.	Contract Price
10	CHS 54, 202	1969-16I	State S	Cook	On Western Ave., Norwood Blvd. and 26th St. (CHS 54-202) in Park Forest	0.57	.....	.....	Var.	.....	.....	51,376.33
								c 0.57	Var.	.....	.....	219,133.65
										c 200	.....	2,800.00
											EFO	1,500.00
10	CHS 123	55-R-SDC-DR	State S	Cook	On Dempster Street (CHS 123) over North Shore Channel in Skokie	.....	.....	.....	.....	.....	re 1	119,850.05
											EFO	1,500.00
10	CHS 169, 184A	1969-11BR	State S	Cook	Structure on 79th Street (CHS 169) over B&O RR in Bridgeview and structure on 139th St. (CHS 184A) over Grand Trunk Western RR in Blue Island	.....	.....	.....	.....	.....	re 2	97,797.50
10	Various	1969-18-RS	State S	Cook	On 7.15 mi. of McCarthy Rd. between Lemont and 96th Ave.; on 1.98 mi. of 119th Street between 96th Ave. and Southwest Highway; on 3.49 mi. of 127th Street between 80th Ave. and Calumet Sag Rd.; on 1.22 mi. of Indiana Ave. between Blue Island Ave. and 159th Street; and on 0.83 mi. of Glenwood-Dyer Rd. between Vincennes Ave. and Glenwood-Lansing Rd. all in southwest portion of Cook County	i 14.67	.....	.....	20, Var.	.....	.....	763,234.40
										b 1,920	.....	31,820.00
											EFO	3,000.00
10	Various	1969-23RS	State S	Cook	On various routes at eight (8) locations in southern portion of Cook County	i 1.85	.....	.....	20	.....	.....	116,185.30 m
										b 125	.....	3,000.00 m
1	FAS 1100	192-7	State S	Kane	On FAS 1100 from Ill. 56 southwest of North Aurora northerly to southwest of Batavia	2.80	.....	.....	52	.....	.....	210,308.75
								sb 2.80	52	.....	.....	1,125,876.75
											EFO	3,000.00
1	FAS 9	48RS-1	State S	Lake	Ill. 63 (FAS 9) between Lake Zurich and Mundelein	6.91	.....	.....	24	.....	.....	252,966.26
										b 3,088	.....	55,709.50
											EFO	800.00

4	CH 65	Lincoln Ave. RS	State S	Peoria	On Lincoln Ave. (CH 65) in Peoria	0.35			22			10,395.50
										c 62		1,734.00
4	FAS 409	118R	US	Warren	FAS 409 (US 34) between Ill. 164 and US 67 near northwest limits of Monmouth	0.15			44			9,441.40
								c 0.15	2@13			23,248.40
			State S		Non-Federal-aid portion of base course							12,673.62
					(For balance of contract see Part A-Primary-FA Route 9-Section 102-and Part A-Secondary-FAS Route 409-Section 118-Warren County-District 4)							
					Secondary roads—							
					Continuous bituminous concrete resurfacing	25.15						$ 1,407,700.72
					Intermittent bituminous concrete resurfacing	16.52						879,419.70
					Concrete base course widening		0.27					43,512.80
					Concrete base course			0.72				255,055.67
					Bituminous stabilized base course			2.80				1,125,876.75
					Concrete pavement patching					462		8,534.00
					Bituminous pavement patching					9,133		178,529.50
					Bridge rehabilitation						6	321,197.60
					Bridge widening						1	36,742.56
					Bridge decks rehabilitated						3	150,201.30
					Traffic control signals modified						1	13,094.40
					Engineer's field offices and laboratories						8	21,100.00
					Totals, secondary road contracts, Part "B"	41.67	0.27	3.52		9,595	19	$ 4,440,965.00
					Total, all systems, Part "B"							$99,778,458.31

TABLE 21.—Continued.

PART C.—Continued.

PART C—EXTRAORDINARY MAINTENANCE CONTRACTS AWARDED BY THE STATE FOR THE RESTORATION AND MAINTENANCE OF STATE HIGHWAYS AND TRAFFIC STRUCTURES.

FEDERAL-AID INTERSTATE HIGHWAY MAINTENANCE CONTRACTS AWARDED BY THE STATE—PART "C"

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI55	X-710-1969-25-CMF	State I	Cook	Along FAI 55 from Lake Shore Drive interchange to County Line Road interchange	19.00	Roadside cultivating fertilizing and mowing	......	82,520.00m
FAI57 & 80	X-810-1969-27-CMF	State I	Cook Will	Along FAI57 from west of Country Club Hills southerly to west of Richton Park and along FAI80 from southwest of Tinley Park east to Hazel Crest	13.13	Roadside cultivating, fertilizing and mowing	......	74,656.00m
FAI90 & 94	Dist. 10 Painting Overhead Sign Structures Supports '68-1	State I	Cook	Existing sign supports along Kennedy Expressway (FAI90 and 94) between Lake Street and Lawrence Ave. in Chicago	......	Cleaning and painting 98 overhead sign structure supports	......	6,615.00
FAI90 & 94	X-210-1969-18-MM	State I	Cook	Along Dan Ryan and Calumet Expressways in Chicago	7.00	Roadside mowing	......	16,986.00m
FAI90 & 94	X-610-1969-20-WC	State I	Cook	On Dan Ryan and Kennedy Expressways (FAI90 and 94) between 110th Street and Ogden Ave.	15.00	Roadside weed control spraying	......	1,949.55m
FAI90 & 94	X-610-1969-22-CMF	State I	Cook	Along Dan Ryan and Kennedy Expressways (FAI90, 94) in Chicago	19.50	Roadside cultivating, fertilizing and mowing	......	79,799.00m
FAI90 & 94	X-410-1969-23-CMF	State I	Cook-DuPage	Along Eisenhower Expressway from Halsted Street to York Road interchange	33.00	Roadside cultivating, fertilizing and mowing	......	90,102.50m
FAI94	Dist. 10 Expressway Painting '69-2	State I	Cook	Twelve (12) bridges at various locations on or near FAI94 between Cicero Ave. and 47th Street in Chicago	......	Cleaning & painting 12 bridges	......	70,950.00m
FAI94	066-1414.4-Z-1	State I	Cook	On Dr. Martin Luther King Jr. Drive over Calumet Expressway (FAI94) in Chicago	......	Hwy. gr. sep. struct. repair	......	45,978.20m
FAI94	X-110-1969-21CMF	State I	Cook-Lake	Along Edens Expressway (FAI94)	15.00	Roadside cultivating, fertilizing and mowing	......	42,291.75m

FAI94	X-310-1968-47-RS	State I	Cook	Existing structures on Calumet Expressway (FAI 94) between 130th Street and Kingery Expressway (For balance of contract see Parts A and B-Interstate-FAI Route 94-Sec. X-310-1968-47-RS-Cook County-District 10)	....	Cleaning and painting struct. steel	....	7,790.00
FAI94	X-510-1969-19-WC	State I	Cook	Along FAI94 from Ogden Ave. to 2,000 feet west of Mannheim Road	15.00	Weed control spraying	....	3,629.65m
FAI94	X-510-1969-24-CMF	State I	Cook	Along Kennedy Expressway	25.00	Roadside cultivating, fertilizing and mowing	....	71,609.50m
Various	X-10-1969-1-I	State I	Cook	Along various Expressways in northern portion of Cook County	....	Roadside tree spraying	....	21,000.00m
Various	X-10-1969-2-I	State I	Cook	Along various Expressways throughout Cook County	....	Roadside tree spraying	....	17,640.00m
FAI55	Dist. 1 Mowing Maintenance '69-5	State I	Will	Along US 66 (FAI55) from Reed Road Interchange to Birds Bridge	16.00	Roadside mowing	....	32,547.18m
FAI80, 55	Dist. 1 Mowing Maintenance '69-4	State I	Will-Kendall	Along FAI80 from near Minooka easterly to east of FAI55 and along FAI55 from Birds Bridge over CRI&P RR northeast to near Ill. 53	21.86	Roadside mowing	....	34,481.25m
Total Federal-aid interstate highway maintenance contracts awarded by the State, Part C								$700,545.58

TABLE 21.—Continued.

PART C.—Continued.

NONINTERSTATE PRIMARY HIGHWAY MAINTENANCE CONTRACTS AWARDED BY THE STATE—PART C

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA122	X-310-1969-26CMF	State P	Cook-Will	Along Calumet and Kingery Expressways between Illinois-Indiana State line and Goodenow Road	19.00	Roadside cultivating, mowing and fertilizing		$59,192.00 m
Various	1969-12MM	State P	Cook	Along various routes in northwest portion of Cook County	421.56	Roadside mowing		47,904.65 m
Various	1969-13MM	State P	Cook	Along various routes in northern portion of Cook County	292.14	Roadside mowing		19,359.05 m
Various	1969-14-MM	State P	Cook	Along various routes in western part of Cook County	371.00	Roadside mowing		28,202.00 m
Various	1969-15-MM	State P	Cook	Along various routes in southern part of Cook County	349.20	Roadside mowing		29,411.50 m
Various	Dist. 10 Diseased Tree Removal '69-11-DTR	State P	Cook	Along rights of way of State maintained routes in Cook County		10,000 inch dia. diseased tree removal		37,500.00 m
Various	Dist. 10 Painting-'69-1	State P	Cook	On various routes near Cicero, Justice, and Brunham		Cleaning and painting 4 bridges		90,443.00 m
SBI113	110NBR	State P	Kankakee	Existing bridge on Ill. 102 (SBI113) over Rock Creek northwest of Kankakee		Bridge repairs		63,145.00
Various	Dist. 4 Fertilizer Application '69-1	State P	Knox-Tazewell-Peoria	Along shoulders of various routes in Knox, Tazewell, and Peoria Counties	16.17	Application of fertilizer nutrients		12,800.00 m
Various	Dist. 1 Mowing Maintenance '69-1	State P	Lake	Along various routes in Lake County	136.50	Roadside mowing		49,571.00 m
Various	Dist. 1 Tree Removal '69-1	State P	McHenry	Rights of way of various routes in McHenry County		1,046 inch dia. tree removal		2,709.14
Ill. 111, US 460	Dist. 8 Painting '69-1	State P	St. Clair	One bridge on Ill. 111 in Washington Park and one (1) on US 460 over Kaskaskia River at Fayetteville		Cleaning and painting 2 bridges		48,450.00 m
Various	Dist. 1 Mowing Maintenance '69-2	State P	Various	Along various routes in DuPage, Will, Cook and Kane Counties	82.30	Roadside mowing		34,012.16 m
Various	Dist. 1 Mowing Maintenance '69-3	State P	Various	Along various routes in Will, DuPage, Kendall, and Cook Counties	83.20	Roadside mowing		27,353.48 m

Various	Dist. 1 Painting '69-1	State P	Various	Existing 12 bridges on various routes in McHenry, Lake, DeKalb, DuPage, Kane, Kendall and Will Counties		Cleaning and painting 12 bridges		29,800.00m
Various	Dist. 1 and 10 Electrical and Miscellaneous Maintenance '69-70	State P	Various	At various locations throughout Districts 1 and 10		Patrol, inspect, service and maintain traffic signals, pumping stations, hwy. lighting, signing, etc.		3,822,487.12
Various	Dist. 2 Painting '69-1	State P	Various	On various routes in Whiteside, Rock Island, Lee, Henry and Bureau Counties		Cleaning and painting 14 bridges		24,220.00m
Various	Dist. 2 Weed Control Spraying '69-1	State P	Various	Along various routes throughout Highway District 2	504.20	Weed control spraying		14,440.60m
Various	District 3 Painting '69-1	State P	Various	On existing 8 bridges on various routes in Marshall, LaSalle, Grundy, Will, Kankakee, and Iroquois Counties		Cleaning and painting bridges		9,134.00m
Various	Dist. 4 Painting '69-1	State P	Various	On various routes in Peoria, Bureau, Fulton, Knox, Marshall, Henderson and Mercer Counties		Cleaning and painting 14 bridges		33,160.50m
Various	Dist. 4 Weed Control Spraying '69-1	State P	Various	Along various routes throughout Highway District 4	277.00	Weed control spraying		7,068.75m
Various	Dist. 5 Weed Control Spraying '69-1	State P	Various	Along various routes throughout Highway District 5	763.97	Weed control spraying		19,429.80m
Various	Dist. 6 Painting '69-1	State P	Various	Existing steel bridges on various routes in Pike, Adams, Cass, Scott, Logan and Schuyler Counties		Cleaning and painting 10 bridges		48,326.00m
Various	Dist. 7 Painting '69-1	State P	Various	Existing six (6) bridges on various routes in Effingham, Wayne, Jefferson, and Crawford Counties		Cleaning and painting bridges		12,493.00m

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 8 Tree Removal '68-1	F	Various	Area within 10 feet of pavement edge along various routes in Highway District 8	......	All trees and existing stumps removed	......	35,271.30
		State P	......	Non-Federal-aid portion of contract	......	......	......	15,518.10
Various	Dist. 9 Painting '69-1	State P	Various	Thirteen (13) bridges on various routes in Randolph, Jackson, Union, Alexander and Johnson Counties	......	Cleaning and painting bridges	......	25,851.00m
Various	Dist. 9 Weed Control Spraying '69-1	State P	Various	Along various routes throughout Highway District 9	518.00	Weed control spraying	......	10,376.85m
Total primary highway maintenance contracts awarded by the State (excluding Federal-aid interstate contracts), Part C								$4,657,630.00

PART D—STATE DAY LABOR CONSTRUCTION AND MAINTENANCE CONTRACTS AWARDED DURING 1969 BY THE STATE TO THE STATE DAY LABOR SECTION OF THE BUREAU OF MAINTENANCE.

STATE DAY LABOR CONTRACTS AWARDED ON FEDERAL-AID INTERSTATE HIGHWAYS—PART "D"

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
FAI80	06-1B-I-DL	DL-I	Bureau	Bridge on FAI80 over King Creek near Mineral		Expansion joints rehabilitated		$7,901.00
FAI74	14HB-3-I-1-DL	DL-I	Champaign	Structure on Lincoln Avenue over FAI74 near east limit of Champaign		Hwy. gr. sep. struct. repair		7,135.00
FAI57	(25-6,7,8)I-DL-1	DL-I	Effingham	On shoulders of FAI57 from east of Watson to Shelby County line	18.70	Bit. surf. treat. of shldrs.		35,504.70
FAI70	26-3AC-DL	DL-I	Fayette	On Frontage Road "J" along FAI70 about 1.25 miles east of Vandalia	0.37	Roadway grading		15,464.20
FAI57	(28-1-1)I-DL	DL-I	Franklin	At intersection of FAI57 with Ill. 183 west of Whittington		Culvert extension		17,936.50
FAI80	37-1HB-2-DL	DL-I	Henry	Structure on westbound FAI80 over US 6 west of Annawan		Hwy. gr. sep. struct. repairs		10,874.00
FAI80	37-4B-1-I,37-4HB-2-I,DL	DL-I	Henry	Bridges on FAI80 one 3 mi. and one 4 mi. west of Atkinson		Two (2) bridge repairs		4,885.00
FAI57	Dist. 3 Paved Ditch Repair '69-2-DL	DL-I	Kankakee	Along FAI57 at intersection with US 54 north of Bradley	0.11	Paved ditch repair		12,100.00
FAI270	60-3HB-I-DL	DL-I	Madison	Structure on FAI270 over Ill. 111 southeast of Mitchell		Repair of hwy. gr. sep. struct.		3,481.40
FAI57	(87-1,18-1)I-DL-2	DL-I	Various	Along FAI57 from Shelby-Effingham County line to near Neoga	8.30	Bit. surf. treat. of shldrs.		26,948.40
FAI74	Dist. 5 Shoulder Improvements '69-1-DL	DL-C-I	Vermilion	At the following 5 interchanges: FAI74 at SA22, SBI49, US 150, CH12, and at FA11		Shoulder improvements		23,270.00

Total State day labor contracts awarded on Federal-aid interstate highways financed with construction funds 23,270.00
Total State day labor contracts awarded on Federal-aid interstate highways financed with State day labor funds 142,230.20

Total State day labor contracts awarded on Federal-aid interstate highways, Part D $165,500.20

TABLE 21.—Continued.

PART D.—Continued.

STATE DAY LABOR CONTRACTS AWARDED ON NONINTERSTATE PRIMARY HIGHWAYS—PART "D"

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 105	103I-DL	DL-P	Adams	On Ill. 104 (SBI 105) from Quincy to 8 mi. east of Quincy		702 sq. yds. conc. pavt. patching		$20,761.00
SBI 160	138-B-DL	DL-P	Bond	Bridge on Ill. 140 (SBI 160) over Shoal Creek west of Greenville		Bridge pedestals modified		6,517.60
FA 154	13XB-1-DL	DL-P	Bureau	Bridge on US 6 (FA 154) over Negro Creek in Seatonville		Bridge rehabilitation		11,169.00
SBI 7	R-7Q-3-DL	DL-C-P	Bureau	On intersection of White City Road (SBI 7) with Ill. 29 in DePue	0.81	Bit. seal coat applied		11,968.10
SBI 7	Dist. 4 Pavement Patching '69-1DL	DL-P	Bureau	On Princeton Road (SBI 7) from US 6 to Ill. 29 and on DePue Road from Ill. 29 to DePue all southeast of Princeton		1,000 sq. yds. conc. pavt. patching		28,483.50
SBI 28	8Q-2-DL	DL-C-P	Bureau	On US 34 (SBI 28) from US 6 west of Sheffield extending southerly	1.82	Bit. seal coat applied		12,509.80
SBI 89	115A-1-DL	DL-P	Bureau	Culvert under Ill. 26 (SBI 89) about 1.5 mi. north of Princeton		Culv. extension and constr. of additional drainage facilities		4,025.00
FA 73	Dist 2 Pavement Patching '69-1DL	DL-P	Carroll-Stephenson	At various locations on Ill. 73 between the intersection with Ill. 72 and Wisconsin State line		1,097 sq. yds. conc. pavt. patching		55,166.00
SBI 78	108B-I-DL	DL-P	Caroll	Bridge on Ill. 78 (SBI 78) over Carroll Creek in Mt. Carroll		Bridge repairs		23,851.20
SBI 80	106C-I-DL	DL-P	Carroll	Bridge on Ill. 84 (SBI 80) over Plum River south of Savanna		Bridge rehabilitation		5,531.00
SBI 47	137B&C-DL	DL-M-P	Champaign	Bridge on Ill. 47 (SBI 47) over Sangamon River south of Mahomet		Bridge repair		2,344.00
SBI 119	Dist. 5 PCC Patching '69-1-A-DL	DL-P	Champaign	On US 136 (SBI 119) from Rantoul easterly to Vermilion County Line		511 sq. yds. conc. pavt. patching		13,527.00
SBI 48	135-B&C-I,DL	DL-P	Christian	Bridge on Ill. 48 (SBI 48) over stream 4 mi. southwest of Taylorville		Bridge rehabilitation		16,573.76
SBI 48	Dist. 6 Guard Rail Replacement '69-1-DL	DL-C-P	Christian-Macon	At 13 locations along Ill. 48 (SBI 48) between Morrisonville and Decatur		Road guards modified		41,591.00

SBI 130	Dist. 5 PCC Patching '69-2-DL	DL-P	Coles-Cumberland	On Ill. 130 (SBI 130) between Greenup and Charleston		980 sq. yds. conc. pavt. patching		27,648.00
SBI 1	K-V-I-5	DL-C-P	Cook	Grade separation structure on Halsted Street over IHB RR and 138th Street		Structure rehabilitation		33,554.50
SBI 42	42-DL	DL-P	Cook	Bridge on Sheridan Road (SBI 42) over North Shore Channel in Wilmette		Bridge rehabilitation		19,770.00
SBI 42A	80RS-DL	DL-P	Cook	Bridge on Oak Park Ave. (SBI 42A) over Tinley Creek south of 143rd Street		Bridge repairs		4,910.00
SBI 46	462VC-DL	DL-P	Cook	Structure on Mannheim Road (SBI 46) over AT&SF RR and DesPlaines River		Grade separation struct. repair		49,850.00
SBI 46	Dist. 10 Pavement Patching '69-3-DL	DL-P	Cook	On US 45 (SBI 46) between Roosevelt Road and 47th Street		969 sq. yds. conc. pavt. patching		27,162.60
					3.80	Bit. conc. surfacing		2,442.60
SBI 50	Dist. 10 Pavement Patching '69-2DL	DL-P	Cook	On Ill. 50 (SBI 50) between 113th and 147th Streets south of Oak Lawn		1,047 sq. yds. bit. pavt. patch		29,582.80
					3.90	Bit. conc. surf.		2,637.00
SBI 53	537R-DL	DL-P	Cook	Bridge on US 6 (SBI 53) over Marley Creek at 104th Ave. near Orland Park		Bridge deck repairs and guard rail constr.		12,060.00
SBI 54	Dist. 10 Pavement Patching '69-1DL	DL-P	Cook	On US 54 (SBI 54) between 183rd Street and US 30 south of Homewood		967 sq. yds. conc. pavt. patch.		27,104.00
					3.75	Bit. conc. surfacing		2,436.00
SBI 62	116-Y-1-DL	DL-P	Cook	At intersection of Algonquin Road-Ill. 62 (SBI 62) with Roselle Road southwest of Palatine		Intersection widening		4,675.00
FA 122	066-0202.1-DL	DL-P	Cook	Structure on Thornton-Lansing Road (FA 122) over Calumet Expressway near Lansing		Hwy. gr. sep. struct. repairs		5,480.00
FA 173	Dist. 10 Expansion Joints '69-2-DL	DL-C-P	Cook	At 22 locations on Kennedy Expressway (FA 173) between Cicero Ave. and Mannheim Road in Chicago		880 in. ft. expansion joint cutting		12,520.00
Various	Dist. 10 Bridge Deck Sealant '69-1-DL	DL-P	Cook	On existing twenty (20) bridges throughout Highway District 10		Bridge deck sealant applied		16,500.00

TABLE 21.—Continued.

PART D.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 10 Expansion Joints '69-1-DL	DL-C-P	Cook	At 33 locations in various portions of Cook County	......	2,970 lin. ft. expansion joint cutting	......	29,700.00
Various	Guard Rail '69-1-DL	DL-P	Cook	At nine (9) locations in Cook County	......	Guardrail reconstr.	......	16,754.00
Various	Dist. 10 Guard Rail '69-2-DL	DL-C-P	Cook	Along Kingery Expressway and Torrence Ave. Interchange	......	6,153 lin. ft. guard rail removal	......	6,153.00
					......	6,953 lin. ft. guard rail const.	......	56,624.00
SBI 130	113BY-I-DL	DL-P	Cumberland	Bridge on Ill. 130 (SBI 130) over Range Creek south of Greenup	......	Bridge deck rehabilitation	......	26,291.00
SBI 39	Aggregate Shoulders '69-2-DL	DL-P	DeWitt	Along US 150 (SBI 39) from US 54 at Farmer City to DeWitt-McLean County line	......	Aggregate shoulder rehabilitation	......	15,937.50
SBI 56	Dist. 1 Road Guard '69-2-DL	DL-C-P	DuPage	Along Ill. 56 (SBI 56) at Winfield Road north of Warrenville	......	3,125 lin. ft. road guard constr.	......	20,475.50
SBI 1	7VB-I-DL	DL-C-P	Edwards	Railroad grade separation structure on Ill. 130 over Southern Railroad south of Albion	......	Rehab. of superstructure	......	8,070.50
SBI 33	7B-I-DL	DL-C-P	Effingham	Bridge on Ill. 33 (SBI 33) about 0.5 mi. southeast of Effingham	......	Deck resurfacing	......	8,800.85
SBI 9	17B-DL	DL-P	Ford	At bridge on Ill. 9 (SBI 9) over a creek about 7 mi. east of Gibson City	......	Cribbing & shoring existing bridge	......	2,850.50
SBI 9	17C-DL	DL-P	Ford	Bridge on Ill. 9 (SBI 9) over Middle Fork of Vermilion River about 9 mi. east of Gibson City	......	Bridge abutments rehabilitated	......	9,260.00
SBI 115	106-C-DL	DL-P	Ford	Bridge on Ill. 115 (SBI 115) over creek about 8 mi. north of Piper City	......	Bridge abutment reconstr.	......	10,560.00
SBI 149	106VB-I-DL	DL-P	Franklin	Structure on Ill. 149 (SBI 149) over CB&Q RR west of West Frankfort	......	RR gr. sep. struct. repairs	......	14,250.05
SBI 9	39-I-DL	DL-C-P	Fulton	On Ill. 9 (SBI 9) about 0.25 mile east of Blyton	0.22	Earth grading	......	9,542.90
SBI 9	(43,44)R,45R,45R-1	DL-C-P	Fulton-Peoria	On US 24 (SBI 9) between Banner and Bartonville	......	2,376 lin. ft. expansion joint cutting	......	19,008.00
Ill. 100	109B&C-1-DL	DL-P	Fulton	Bridge on Ill. 100 (SBI 100) over creek at Enion	......	Bridge repair	......	15,873.65
SBI 13	10-C-DL	DL-P	Gallatin	Bridge on Ill. 13 (SBI 13) over North Fork of Saline River east of Equality	......	Bridge repairs	......	4,450.80
SBI 47	Dist. 3 Pavement Patching '69-2	DL-P	Grundy	On Ill. 47 (SBI 47) from US 66 to FAI 80 near Morris	......	1,030 sq. yds. conc. pavt. patching	......	26,800.00
Various	Dist. 3 Bituminous Seal Coating '69-2-DL	DL-C-P	Grundy-Kankakee	At various locations on various routes	[i]4.50	Bit. seal coat	22	28,764.20

SBI 96	(120B-2)I-DL	DL-C-P	Hancock	Bridge on Ill. 96 (SBI 96) over Chaney Creek at Hamilton		Deck resurfacing		17,680.60
SBI 34	5B&C-DL	DL-P	Hardin	Bridge on Ill. 146 (SBI 34) over Big Creek west of Elizabethtown		Strengthening floorbeams		5,160.00
SBI 7	3B-I-DL	DL-P	Henry	Bridges on US 6 and FAS 227 over Mineral Creek east of Moline		Abutment repairs		4,988.00
Various	Dist. 3 Guard Fence Replacement '69-1-DL	DL-C-P	Iroquois-LaSalle	At four (4) locations on various routes in District 3		2,857 lin. ft. metal road guard constr.		20,716.87
FA 129	13B-D-DL	DL-P	Jackson	Two bridges on Ill. 151 (FA 129) over Kinkaid Creek about 3 mi. and 7.5 mi. south of Ava		Repairs to two bridges		16,927.50
SBI 130	Dist. 7 Seal Coat '69-2	DL-C-P	Jasper	On Ill. 130 (SBI 130) south of Newton	5.80	Bit. seal coat applied		21,316.00
SBI 142	113-V-BY-I-DL	DL-P	Jefferson	Structure on US 460 (SBI 142) over IC RR near Belle Rive		Misc. rehabilitation of RR gr. sep. struct.		3,983.50
FA 155	4-B-I-DL	DL-P	Jersey	Bridge on Ill. 100 (FA 155) over Otter Creek about 0.5 mi. south of Hutwood		Bridgedeck rehabilitation		8,045.20
SBI 5	28B&C-I-DL	DL-P	JoDaviess	Bridge on US 20 (SBI 5) over Apple River at Elizabeth		Bridge improvements		3,345.44
FA 192	11VB-I-DL	DL-P	Kane	Structure on US 30 (FA 192) over Ill. 31 and CB&Q RR in Montgomery		Comb. RR-Hwy. gr. sep. struct. deck repair		4,700.00
SBI 22	Dist. 1 Pavement Patching '69-4	DL-P	Kane	On Ill. 31 (SBI 22) between Geneva and Batavia		1,142 sq. yds. bit. pavt. patching		33,610.00
FA 192	11B-I-DL	DL-P	Kendall	Structure on US 30 (FA 192) over Fox River south of Montgomery		Bridge deck repairs		5,160.00
SBI 65	650B-I-DL	DL-P	Kendall	Bridge on US 34 (SBI 65) over Fox River in Oswego		Bridgedeck rehabilitation		22,500.00
FA 137	22B-I-DL	DL-P	Knox	Bridge on Ill. 97 (FA 137) over Littlers Creek about 3 mi. south of Maquon		Deck and walkway repairs		3,043.00
FA 173	Dist. 1 Pavement Patching '69-3-DL	DL-P	Lake-McHenry	On Ill. 173 (FA 173) between Harvard and Chemung; and between Antioch and Zion		1,391 sq. yds. bit. pavt. patching		42,227.00
SBI 173	134-B-I-DL	DL-P	Lake	Bridge on Ill. 173 (SBI 173) over Fox River west of Channel Lake		Bridge rehabilitation		29,438.32
SBI 1	16B&C-I-DL	DL-M-P	Lawrence	Bridge on Ill. 1 (SBI 1) over Embarras River north of Lawrenceville		Removal of demolished truss		9,500.00

TABLE 21.—Continued.

PART D.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
SBI 12	1(B,C)I-4-DL	DL-P	Lawrence	Bridge on US 50 (SBI 12) over Embarras River east of Lawrenceville	....	Deck reconstr.	....	31,835.30
SBI 12	2-I2-DL&3-I-DL	DL-P	Lawrence	Along Ill. 250 (SBI 12) from Lawrenceville to north of Sumner	....	Rehabilitation of ditches and shoulders, and culv. cleaning	....	38,750.00
FA 5	(22,23,24)Q-DL	DL-P	Logan	On frontage roads along US 66 three (3) locations 0.62 mi. at Elkhart, 0.32 mi. at Broadwell, and 3.39 mi. at Lincoln	4.33	Frontage roads rehabilitated	20	12,133.22
SBI 120	Dist. 6 Ditch Cleaning '69-1-DL	DL-P	Logan	Along Ill. 10 (SBI 120) between Lincoln and New Holland	....	Ditch rehabilitation	....	5,000.00
Various	Dist. 6 Guard Rail Replacement '69-2-DL	DL-C-P	Logan	At various locations on Ill. 128, 10 and US 136	....	Road guards modified	....	29,294.00
FA 4	202-B-I-DL	DL-P	Madison	Bridge on Ill. 3 (FA 4) over Cahokia Diversion Canal about 0.25 mi. south of Hartford	....	Deck resurfacing	....	21,372.40
FA 5	460-DL	DL-P	Madison	Bridge on US 66 (FA 5) over Mississippi River at East St. Louis	....	Bridge repair	....	5,137.00
FA 132	5B-I-DL	DL-C-P	Madison	On bridge on FA 132 over Cahokia Diversion Canal at Roxana	....	Deck rehabilitation	....	22,071.75
FA 155	(403,404)Q-3-DL	DL-C-P	Madison	On Great River Road (FA 155) from Alton to Jersey-Madison County line	4.12	Bit.surf.treat.applied	....	18,132.60
SBI 159	127VB-I-DL	DL-P	Madison	Structure on Ill. 159 (SBI 159) over IC RR about 2.4 mi. south of Edwardsville	....	RR gr. sep. struct. repairs	....	25,388.50
Various	Dist. 8 Patching '69-1-DL	DL-P	Madison-Bond	On various routes at various locations	....	1,416 sq. yds. conc. pavt. patching	....	41,968.00
SBI 48	Dist. 5 Bituminous Undersealing '69-1-DL	DL-P	Macon	Ill. 48 (SBI 48) from intersection with Ill. 10 at Weldon to US 54 at Fullerton	5.10	Bit. undersealing of pavement	....	20,155.20
SBI 17	Dist. 3 Pavement Patching '69-3-DL	DL-P	Marshall	On Ill. 17 (SBI 17) between Lacon and Ill. 89 south of Varna	....	1,000 sq. yds. conc. pavt. patching	....	25,720.00
SBI 90	105(B,C)-I-DL	DL-P	Marshall	Bridge on Ill. 17 (SBI 90) over Senochwine Creek about 3.5 mi. west of Sparland	....	Deck rehabilitation	....	19,129.30
SBI 62	115B-I-1-DL	DL-P	McHenry	Bridge on Ill. 62 (SBI 62) over Fox River at Algonquin	....	Bridge repairs	....	11,406.00
SBI 173	132B-I-DL	DL-C-P	McHenry	Bridge on Ill. 173 (SBI 173) over Nippersink Creek west of Hebron	....	Deck resurf. Bridge rehabilitation	....	14,507.00 11,459.50

SBI 176	146AC-R-DL	DL-C-P	McHenry	On Ill. 176 (SBI 176) east of Burton's Bridge	0.09	Bit. resurf. and curb & gutter constr.	....	6,795.50
SBI 39	2-C-DL	DL-C-P	McLean	Bridge on US 150 (SBI 39) over Kickapoo Creek north of Downs	....	Deck reconst.	....	21,074.75
SBI 119	Dist. 3 Pavement Patching '69-1	DL-P	McLean	On US 136 (SBI 119) from US 51 to US 150 southwest of LeRoy	....	1,060 sq. yds. conc. pavt. patching	....	27,560.00
SBI 3	25BC-I-DL	DL-P	Mercer	Bridge on Ill. 94 (SBI 3) over Pope Creek about 4 mi. south of Aledo	....	Deck rehabilitation & misc. repairs	....	10,973.75
FA 132	414-I-DL	DL-C-P	Monroe	At Gulf, Mobile and Ohio and Missouri Pacific RR overpass on US 50 Bypass south of Dupo	....	Embankment reconst.	....	24,872.50
SBI 30 & SBI 91	(R,2C,1X)Q-1-DL	DL-C-P	Peoria	From intersection of Ill. 91 (SBI 30) with US 150 (SBI 91) north of Peoria extending northerly and westerly	1.48	Bit. seal coat applied	....	9,657.60
SBI 32	Dist. 5 PCC Patching '69-3-A-DL	DL-P	Piatt-Moultrie	On Ill. 32 (SBI 32) between US 36 and Ill. 105, and between Sullivan and Moultrie-Shelby County line	....	894 sq. yds. conc. pavt. patching	....	24,473.00
SBI 120	Dist. 5 Aggregate Shoulders '69-1-DL	DL-C-P	Piatt	Along Ill. 10 (SBI 120) between Deland and Lodge	4.59	Gr. or cr. stone shoulders	....	23,391,00
SBI 105	109B-I-DL	DL-P	Pike	Structure on Ill. 104 (SBI 105) over McKee Creek west of Meredosia	....	Bridge repair	....	13,817.00
FA 163	12B&C-I-DL	DL-P	Pope	Structure on Ill. 145 (FA 163) over Sugar Creek at Lake Glendale	....	Bridge rehabilitation	....	8,705.70
SBI 145	Dist. 9 Pavement Patching '69-3-DL	DL-P	Pope-Massac	On Ill. 145 (SBI 145) from Ill. 146 to US 45 east of Metropolis	....	767 sq. yds. conc. pavt. patching	....	22,802.00
SBI 3	73B&C-I-DL	DL-M-P	Randolph	Bridge on Ill. 3 (SBI 3) over Kaskaskia River at north limit of Evansville	....	Bridge repair	....	9,805.30
SBI 3	(18R-18R-2,18R-3)Q	DL-C-P	Rock Island	On Frontage Roads along US 67 (SBI 3) south of Milan	4.00	Bit. resurfacing	....	17,328.68
SBI 142	Dist. 9 Patching '69-1-DL	DL-P	Saline-Gallatin	On Ill. 142 (SBI 142) between Eldorado and Equality	....	1,416 sq. yds. conc. pavt. patching	....	40,953.00

TABLE 21.—Continued.

PART D.—Continued.

Route 1	Section	Class 2	County	Location	Length in Miles	Type of Work 3	Width in Feet	Contract Price
SBI 143	Dist. 9 Patching '69-2-DL	DL-P	Saline	On Ill. 34 (SBI 143) between Harrisburg and Galatia		1,300 sq. yds. conc. pavt. patching		38,766.00
FA 196	84-3HB-5-DL	DL-M-P	Sangamon	On highway grade separation structure carrying south bypass road over southbound FAI 55 south of Springfield		Deck resurfacing		3,127.00
FA 79	(2,1-NRHM)I-DL	DL-P	Scott	On Ill. 106 (FA 79) from Winchester to 7 mi. south of Winchester		805 sq. yds. conc. pavt. patching		23,716.00
SBI 36	20B&C-I-DL	DL-P	Scott	Bridge on US 54 and 36 over Illinois River at Florence		Bridge repairs		2,840.00
SBI 100 & 106	117B-D-DL & 1-B-NRH-D-DL	DL-P	Scott	Bridge on Ill. 100 (SBI 100) over creek south of Bluffs and bridge on Ill. 106 (SBI 106) over creek south of Winchester		Deck and handrail rehabilitation of two (2) bridges		28,395.30
FA 68	421-B-I-2-DL	DL-P	St. Clair	Two bridges on US 460 (FA 68) east of Fayetteville one 0.6 mi. and one 1.1 mi. east of Ill. 4		Bit. resurf. of two (2) bridge decks		13,121.00
SBI 3, 140 & 157	Dist. 8 Patching '69-2-DL	DL-P	St. Clair-Madison	On various routes at various locations		524 sq. yds. conc. pavt. patching		15,616.50
SBI 146	104VB-1-DL	DL-P	Union	Structure on Ill. 127 (SBI 146) over GM&O RR in Jonesboro		RR gr. sep. struct. repair		10,460.15
Various	Dist. 1 Bituminous Surface Treatment '69-2-DL	DL-P	Various	At 5 locations on various routes in District 1	4.80	Bit. surf. treat. A2&3	Var.	21,411.10
Various	Dist. 1 Road Guard '69-1-DL	DL-C-P	Various	Along various routes at various locations throughout Highway District 1		3,353 lin. ft. road guard removal		3,353.50
						4,538 lin. ft. road guard constr.		29,493.75
Various	Dist. 3 Joint Cutting '69-1-DL	DL-C-P	Various	On US 24 and 66 in McLean and Woodford Counties and on Ill. 71 in LaSalle and Kendall Counties		2,940 lin. ft. joint cutting		23,520.00
Various	Dist. 5 Guard Rail '69-1-DL	DL-C-P	Various	At various locations along various routes in Highway District 5		2,225 lin. ft. road guard constr.		15,575.00
						1,257 lin. ft. road guard removal		1,390.50

Various	Dist. 5 Guardrail '69-2-DL	DL-P	Various	Along various routes at various locations throughout Highway District 5	....	86.9 units road guard constr.	....	69,500.00
Various	Dist. 6 Guardrail '69-3-DL	DL-P	Various	At various locations along various routes throughout Highway District 6	....	103 units road guards furn. & erected	....	82,400.00
Various	Dist. 6 Headwall Removal '69-1-DL	DL-C-P	Various	At various locations throughout Highway District 6	....	Conc. culv. headwalls removed to side-slope grade	....	12,585.00
Various	Dist. 6 Joint Cutting '69-1-DL	DL-C-P	Various	At seventeen (17) locations on various routes throughout District 6	....	640 lin. ft. sawed expansion joints	....	4,800.00
Various	Dist. 7 Bridge Deck Sealant '69-1-DL	DL-P	Various	On 31 structures on SBI 25,33,37,130,130A and 142 in Effingham, Richland, Clay, Jefferson and Hamilton Counties	....	Deck sealant applied	....	10,431.00
Various	Dist. 7 Guardrail '69-1-DL	DL-P	Various	At various locations along various routes throughout Highway District 7	....	22.8 units road guard constr.	....	18,208.00
Various	Dist. 7 Headwall Removal '69-1-DL	DL-C-P	Various	At various locations throughout Highway District 7	....	Conc.culv.headwalls removedtoside-slopegrade	....	18,084.00
Various	Dist. 7 Joint Cutting '69-1-DL	DL-C-P	Various	At various structures on various routes throughout Highway District 7	....	1,164 lin. ft. cutting and filling expansion joints	....	8,730.00
SBI 130& 25	Dist. 7 Pavement Patching '69-1-DL	DL-P	Various	On Ill. 130 and US 45 (SBI 130 & 25) at various locations in six (6) counties	....	835 sq. yds. conc. pavt. patching	....	24,645.00
Various	Dist. 7 Seal Coat '69-1	DL-C-P	Various	At five (5) locations on various routes in various counties	4.20	Bit. seal coat applied	....	37,127.14
Various	Dist. 7 Seal Coat '69-4	DL-C-P	Various	On various routes in Crawford, Richland, Lawrence and Clay Counties	4.50	Bit. seal coat applied	....	20,217.24
Various	Headwall Removal '69-1-DL	DL-P	Various	At various locations in six (6) counties in Highway District 8	....	Conc.headwall removal to side-slope grade	....	15,673.50

TABLE 21.—Continued.

PART D.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 9 Sawed Joints'69-1-DL	DL-C-P	Various	On various routes and locations throughout Highway District 9		2,826 lin. ft. expansion joint cutting		22,608.00
SBI 10	36C-I-1-DL	DL-P	Vermilion	Bridge on US 150 (SBI 10) over the middle fork of Vermilion River west of Danville		Bridge repairs		3,982.52
SBI 49	122VB-1-DL	DL-C-P	Vermilion	Railroad grade separation structure on Ill. 49 (SBI 49) over C&EI RR near Ellis		Deck rehabilitation		14,774.15
Ill. 135	Pavement Patching '69-4-DL	DL-P	Warren	On Ill. 135 (SBI 948) near Little York		960sq. yds. conc. pavt. patching		28,880.00
SBI 86	105-C-DL	DL-M-P	Whiteside	Bridge on Ill. 2 (SBI 86) over creek southwest of Sterling		Pier & abutment rehabilitation		7,627.00
SBI 87& 162	115Q-3-DL, 102I-Q-DL	DL-C-P	Whiteside-Bureau	On SBI 87 from Sterling to Ill. 26 and on SBI 162 from Park Ave. to Lincoln Ave. in Village of Cherry	11.50	Bit. seal coat applied		41,015.44
FA 34	27VB-I-DL	DL-P	Will	Structure on FAI 55 over EJ&E RR about 0.5 mi. north of US 30 northwest of Joliet		Deck patching on RR gr. sep. struct.		4,920.00
FA 77	88B-1-I-DL	DL-P	Will	Bridge on southbound FAI 55 (FA 77) over Kankakee River east of Lorenzo		Bridge deck patching		8,996.00
SBI 4	Dist. 1 Paved Ditch'69-1DL	DL-P	Will	Along Ill. 53 (SBI 4) north of Rosebud Ave. south of Joliet	0.06	Paved ditch reconstr.		6,690.50
FA 179	1B-I-DL	DL-P	Winnebago	Bridges on US 20 (FA 179) over east and west channels of Rock River south of Rockford		Decks rehabilitated		6,240.00
FA 194	3HB-2	DL-M-P	Winnebago	Grade separation structure on FA 194 over US 51 south of Rockford		Structure repair		10,390.00
FA 194	3HB-3-DL	DL-P	Winnebago	Structure on FA 194 over northbound US 51 south of Rockford		Structural beam repair		1,672.80

Total State day labor contracts awarded on primary highways financed with construction funds	$ 810,854.42
Total State day labor contracts awarded on primary highways financed with maintenance funds	42,793.30
Total State day labor contracts awarded on primary highways financed with State day labor funds	1,587,863.26
Total State day labor contracts awarded on State primary highways, Part D	$ 2,441,510.98

STATE DAY LABOR HIGHWAY CONTRACTS AWARDED ON STATE SECONDARY ROADS—PART "D"

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 5 Bituminous Seal Coat'69-2	DL-C-S	Champaign-Piatt	On various routes and locations	20.84	Bit. seal coat applied		$ 23,168.65

SA 7	Dist. 10 Pavement Patching '69-4-DL	DL-S	Cook	On River Road (SA 7) between Ill. 72 and US 14	......	718 sq. yds. conc. pavt. patching	......	22,410.20
SA 18	142-SDC-DL-1	DL-S	Cook	Bridge on Willow Springs Road (SA 18) over Sanitary and Ship Canal in Willow Springs	......	Bridge deck rehabilitation	......	46,376.80
SA 18	142-SDC-DL-2	DL-S	Cook	Bridge on Willow Springs Rd. (SA 18) over Sanitary and Ship Canal	......	Reconstruction of counter weights	......	4,250.40
SA 39	0306.1-Q-DL	DL-S	Cook	On east side of bridge on New Harlem Ave. and Oak Park Ave. (SA 39) over drainage ditch south of FAI 80	......	Conc. headwall repair	......	3,500.00
SA 64	3104-DL	DL-S	Cook	Bridge on Stephen Street (SA 64) over Sanitary and Ship Canal at Lemont	......	Bridge repairs	......	31,720.00
SA 89	1295-DL	DL-C-S	Cook	On Burnham Ave. (SA 89) over State Street, various railroads and Grand Calumet River between Burnham and Calumet City	......	Gr. sep. struct. rehabilitation	......	45,325.00
SA 91	1324-DL	DL-M-S	Cook	At 23rd Street near the Southwest Highway (Ill. 7) at Palos Park	......	Reconstruction of retaining wall	......	12,376.00
SA 23	Dist. 4 Pavement Patching '69-2DL	DL-S	Fulton	On Ellisville Road (SA 23) from Ill. 9 to east of Ellisville	......	1,000 sq. yds. conc. pavt. patching	......	29,257.50
SA 3& SB 275	Dist. 3 Bituminous Seal Coating '69-1-DL	DL-C-S	Livingston-McLean	At various locations on SA 3 and Ellsworth Conservation Road near Chatsworth	10.55	Bit. cover and seal coat	22	38,332.46
CHS 6	7B-I-DL	DL-S	Macoupin	Bridge on CH 6 over Macoupin Creek about 5 mi. southwest of Carlinville	......	Bridge deck resurf.	......	24,729.40
FAS 386	54-1-IQ-DL	DL-C-S	Peoria	On CH 18 (FAS 386) from US 150 at Kickapoo extending southerly to FAI 74	0.97	Bit. seal coat applied	......	6,184.60
FAS 205	3-HB-I-DL	DL-S	Rock Island	Structure on FAS 205 over US 150 at Rock Island	......	Hwy. gr. sep. struct. repairs	......	9,538.00
Various	Dist. 7 Seal Coat '69-3	DL-C-S	Various	On various routes in Shelby-Coles-Fayette Counties	3.20	Bit. seal coat applied	......	18,450.88
SA 3	17MFT-I-DL	DL-C-S	Vermilion	Bridge on Bowman Ave. (SA 3) over Stony Creek about 0.5 mi. south of Poland Road	......	Bridge rehabilitation	......	21,970.25
CHS 19	L-D-NFT-DL	DL-C-S	Vermilion	Bridge on CHS 19 over Salt Fork of Vermilion River southwest of Danville	......	Bridge repair	......	26,809.40
	Total State day labor contracts awarded on State secondary roads financed with construction funds							$180,241.24
	Total State day labor contracts awarded on State secondary roads financed with maintenance funds							12,376.00
	Total State day labor contracts awarded on State secondary roads financed with State day labor funds							171,782.30
	Total State day labor contracts awarded on secondary roads, Part D							$364,399.54

TABLE 21.—Continued.
PART D.—Concluded.

STATE DAY LABOR CONTRACTS AWARDED ON NONHIGHWAY IMPROVEMENTS—PART "D"

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
	Dist. 8 Maintenance and Storage Buildings '69-1: Grading	DL-E	Bond	At maintenance storage building site south of Greenville	......	Earth grading	......	4,793.75
	Dist. 5 Grading Maintenance Storage Site '69-1-DL	DL-E	Champaign	At maintenance and storage building site at Champaign	......	Earth grading	......	11,050.00
	Flagpole Erection Administration Building	DL-E	Sangamon	At Highway Administration Building east of Springfield	......	Erection of two (2) flagpoles and other incidental work	......	6,920.00
	Maintenance and Repair of Bridge Crew Inspection Equipment 1969-1-DL	DL-E	......	......	......	Maintenance & repair of bridge crew inspection equipment	......	1,000.00
	Core Drill Maintenance and Repair '69-1-DL	DL-E	......	Day Labor repair shop	......	Repairing and maintaining Bureau of Constr. core drilling rigs	......	1,000.00
Total State day labor contracts awarded on nonhighway improvements financed with State day labor funds								$ 24,763.75
Total State day labor contracts awarded financed with State day labor construction funds								$ 1,014,365.66
Total State day labor contracts awarded financed with State day labor maintenance funds								$ 55,169.30
Total State day labor contracts awarded financed with State day labor funds								$ 1,926,639.51
Total State day labor contracts awarded during 1969, Part D								$ 2,996,174.47

PART E—CONTRACTS AWARDED BY THE STATE DIVISION OF HIGHWAYS FOR RELATED HIGHWAY IMPROVEMENTS NOT LOCATED ON ANY OF THE STATE HIGHWAY SYSTEMS

CONTRACTS AWARDED BY THE STATE ON NONHIGHWAY IMPROVEMENTS

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
	Dist. 8 Maintenance and Storage Buildings '69-1 (Buildings)	State E	Bond	Near Fourth Street between US 40 and Greenville	......	Furn. and erecting two (2) prefabricated buildings	......	$ 118,630.25
	Dist. 8 Maintenance and Storage Buildings '69-1 (Electrical)	State E	Bond	In two (2) metal buildings near Fourth Street between US 40 and Greenville	......	Installation of two (2) complete electrical systems	......	12,180.00
	Dist. 8 Maintenance and Storage Buildings '69-1 (Heating)	State E	Bond	In metal building near Fourth Street between US 40 and Greenville	......	Installation of complete heating system	......	8,490.00
	Dist. 8 Maintenance and Storage Buildings '69-1 (Plumbing)	State E	Bond	In metal building near Fourth Street between US 40 and Greenville	......	Installation of complete plumbing system	......	10,200.00
	Dist. 5 Maintenance and Storage Buildings '69-1: Buildings	State E	Coles	Near the intersection of Lerna Road with Shelbyville Road east of Mattoon	......	Furn. and erecting two (2) prefabricated buildings	......	118,500.00
	Dist. 5 Maintenance and Storage Buildings '69-1: Electrical	State E	Coles	In two (2) metal buildings near the intersection of Lerna Road with Shelbyville Road east of Mattoon	......	Installation of two (2) complete electrical systems	......	10,823.00
	Dist. 5 Maintenance and Storage Buildings '69-1: Plumbing	State E	Coles	In metal building near the intersection of Lerna Road with Shelbyville Road east of Mattoon	......	Installation of one (1) complete plumbing system	......	14,200.00

TABLE 21.—Continued.
PART E.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
	Dist. 5 Maintenance and Storage Buildings '69-1: Ventilating	State E	Coles	In metal building near the intersection of Lerna Road with Shelbyville Road east of Mattoon	....	Installation of one (1) complete ventilating system	....	4,381.00
	Dist. 10 Maintenance and Storage Building '69-1: Buildings	State E	Cook	Near the intersection of 167th Street with Lathrop Ave. in Harvey	....	Furn. and erecting one "L" shaped prefabricated building	....	200,385.00
	Dist. 10 Maintenance and Storage Building '69-1: Electrical	State E	Cook	In "L" shaped metal building near the intersection of 167th Street with Lathrop Ave. In Harvey	....	Installation of one (1) complete electrical system	....	18,854.00
	Dist. 10 Maintenance and Storage Building '69-1: Heating	State E	Cook	In "L" shaped metal building near the intersection of 167th Street with Lathrop Ave. in Harvey	....	Installation of one (1) complete heating system	....	17,485.00
	Dist. 10 Two-Way Radio System Maintenance '69-1	State E	Cook	Throughout Highway District 10	....	Maintenance of two-way radio system	....	42,335.40
	Dist. 10 Maintenance and Storage Building '69-1: Plumbing	State E	Cook	In "L" shaped Metal Building near the intersection of 167th Street with Lathrop Ave. in Harvey	....	Installation of one (1) complete plumbing system	....	24,900.00
	Dist. 10 Maintenance and Storage Building '69-1: Ventilating	State E	Cook	In "L" shaped metal building near the intersection of 167th Street with Lathrop Ave. in Harvey	....	Installation of one (1) complete ventilating system	....	8,480.00

Dist. 3 Maintenance and Storage Buildings '69-2: Buildings	State E	Kankakee	Near intersection of US 54 with Hobbie Ave. near northeast limits of Kankakee		Furn. and erecting two (2) prefabricated buildings		102,600.00
Dist. 3 Maintenance and Storage Buildings '69-2: Electrical	State E	Kankakee	In two (2) metal buildings near the intersection of US 54 with Hobbie Ave. near the northeast limit of Kankakee		Installation of two (2) complete electrical systems		11,468.00
Dist. 3 Maintenance and Storage Buildings '69-2: Plumbing	State E	Kankakee	In one (1) metal building near the intersection of US 54 and Hobbie Ave. at the northeast limit of Kankakee		Installation of a complete plumbing system		9,160.00
Dist. 3 Maintenance and Storage Buildings '69-2: Ventilating	State E	Kankakee	In a metal building near the intersection of US 54 with Hobbie Ave. near the northeast limit of Kankakee		Installation of one (1) complete ventilating system		3,300.00
Dist. 2 Maintenance and Storage Buildings '69-1: Buildings	State E	Lee	Near the southwest limits of Dixon		Furn. and erecting three (3) prefabricated buildings		152,027.70
Dist. 2 Maintenance and Storage Buildings '69-1: Electrical	State E	Lee	In three (3) metal buildings near the southwest limits of Dixon		Installation of 3 complete electrical systems		11,974.00
Dist. 2 Maintenance and Storage Buildings '69-1: Heating	State E	Lee	In two (2) metal buildings near the southwest limits of Dixon		Installation of two (2) complete heating systems		6,270.00
Dist. 3 Maintenance and Storage Buildings '69-1: Buildings	State E	McLean	Near the interchange of FAI 55 and 74 with US 66 south of Bloomington		Furn. and erecting two (2) prefabricated buildings		120,849.00

TABLE 21.—Continued.

PART E.—Concluded.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
	Dist.3 Maintenance and Storage Buildings '69-1: Electrical	State E	McLean	In two (2) metal buildings near the interchange of FAI 55 and 74 with US 66 south of Bloomington	....	Installation of two (2) electrical systems	....	11,600.00
	Dist.3 Maintenance and Storage Building '69-1: Heating	State E	McLean	In one (1) metal building near the interchange of FAI 55 and 74 with US66 south of Bloomington	....	Installation of complete heating system	....	7,300.00
	Dist.3 Maintenance and Storage Buildings '69-1: Plumbing	State E	McLean	Near the interchange of FAI 55 and 74 with US 66 south of Bloomington	....	Installation of complete plumbing system in one metal building	....	10,940.00
	Dist.3 Maintenance and Storage Buildings '69-1: Ventilating	State E	McLean	In one (1) metal building near the interchange of FAI 55 and 74 with US 66 south of Bloomington	....	Installation of complete ventilating system	....	4,945.00
	Dist.10 Guard Rail Maintenance '69-1	State E	Various	At various locations on State maintained sites and properties in Cook, Lake, DuPage and Will Counties	....	1,400 lin. ft. road guard maintenance and repair and 3,210 guard posts installed	....	227,713.80 m
	Dist.10 Pedestrian Barrier Maintenance '69-1	State E	Various	At various locations on State maintained properties on various routes in Cook, Lake, DuPage and Will Counties	....	28,710 lin. ft. chain link fencing	....	64,079.04 m
	Dists.1 through 9 Two-Way Radio System Maintenance '69-1	State E	Various	In Highway Districts 1 through 9	....	Installation and maintenance of two-way radio system	....	97,726.00
	Dist.8 Maintenance and Storage Buildings '69-2: Buildings	State E	Washington	Along Ill. 127 about 1 mi. north of Nashville	....	Furn. & erecting two (2) prefabricated buildings	....	98,548.24

	Dist. 8 Maintenance and Storage Buildings '69-2: Electrical	State E	Washington	In two (2) metal buildings along Ill. 127 about 1 mi. north of Nashville		Installation of two (2) complete electrical system		12,020.00
	Dist. 8 Maintenance and Storage Buildings '69-2: Heating	State E	Washington	In metal building along Ill. 127 about 1 mi. north of Nashville		Installation of one (1) complete heating system		8,600.00
	Dist. 8 Maintenance and Storage Buildings '69-2: Plumbing	State E	Washington	In metal building along Ill. 127 about 1 mi. north of Nashville		Installation of one (1) complete plumbing system		9,600.00
	Dist. 8 Maintenance and Storage Buildings '69-2: Ventilating	State E	Washington	In metal building along Ill. 127 about 1 mi. north of Nashville		Installation of one (1) complete ventilating system		4,800.00
				Total contracts awarded on nonhighway improvements, Part E				$1,585,364.43
				Total contracts awarded, listed in Part A				$202,083,423.17
				Total contracts awarded, listed in Part B				99,778,458.31
				Total contracts awarded, listed in Part C				5,358,175.58
				Total contracts awarded, listed in Part D				2,996,174.47
				Total contracts awarded, listed in Part E				1,585,364.43
				Total, Parts A,B,C,D and E				$311,801,595.96
				Total FAS contracts listed in Local Roads and Streets Report				21,441,228.45
				Total State highway contracts awarded during 1969				$333,242,824.41

RECAPITULATION OF CONTRACTS AWARDED FOR STATE HIGHWAY IMPROVEMENTS IN 1969.

Awarded by	Highway System			Total
	Interstate	Primary	Secondary	
State of Illinois				
Regular construction, Part A	$135,724,469.44	$ 52,265,590.52	$ 3,401,202.39	$191,391,262.35
Rehabilitation, Part B	7,466,833.73	87,870,659.58	4,440,965.00	99,778,458.31
Maintenance, Part C	700,545.58	4,657,630.00		5,358,175.58
Day labor construction, Part D	23,270.00	810,854.42	180,241.24	1,014,365.66
Day labor maintenance, Part D		42,793.30	12,376.00	55,169.30
Day labor, Part D	142,230.20	1,587,863.26	171,782.30	1,901,875.76
Total, Parts A, B, C, and D	$144,057,348.95	$147,235,391.08	$ 8,206,566.93	$299,499,306.96
Cook County—				
Regular construction, Part A	$ 8,611,568.34	$ 2,080,592.48		10,692,160.82
Summary of Parts A,B,C and D	$152,668,917.29	$149,315,983.56	$ 8,206,566.93	$310,191,467.78
Federal-aid secondary contracts awarded by the State			$ 21,441,228.45	$21,441,228.45
Total, State highway contracts awarded	$152,668,917.29	$149,315,983.56	$ 29,647,795.38	$331,632,696.23
Improvements not located on any highway system, in Part D				$ 24,763.75
Improvements not located on any highway system, Part E				1,585,364.43
Total, all contracts awarded during 1969				$333,242,824.41

PREFIXED OR SUFFIXED ABBREVIATIONS USED IN TABLE 16, PARTS A, B, C, AND D

Note: Type of bituminous surfacing on projects listed in Part B is subclass I-11

b	Bituminous concrete material
bao	Bituminous aggregate overlay
bs	Bituminous stabilized base or surface course
c	Portland cement concrete material
d	Deck of bridge or grade separation structure
e	Includes paved approaches
f	Flexible pavement or base course
g	Gravel or crushed stone base or surface course
h	1969 bituminous concrete surfacing number in given district
hd	Handrail of bridge or grade separation structure
i	Intermittent pavement construction
l	Lime stabilized or lime modified soils
m	To be paid from maintenance funds
mo	Modified (Changed from original construction)
r	Reconstruction (Rebuild to original state)
re	Resurfacing
rh	Rehabilitated (To restore to former condition)
ac	Soil-cement base or surface course
t	Bridge culvert (When culvert width is 20 feet or over)
w	Widening bridge or superstructure of bridge
EFO	Engineer's field office and laboratory
HL	Highway lighting
HS	Highway signing
TCS	Traffic control signals

Examples:

hd-r2 —Handrails reconstructed on two structures
d-re3 —Decks resurfaced on three structures
h-mo1 —Handrails modified on one structure
HL-mo —Highway lighting modified
i 2.60 miles—Total of 2.60 miles intermittent pavement

1/ HIGHWAY SYSTEMS

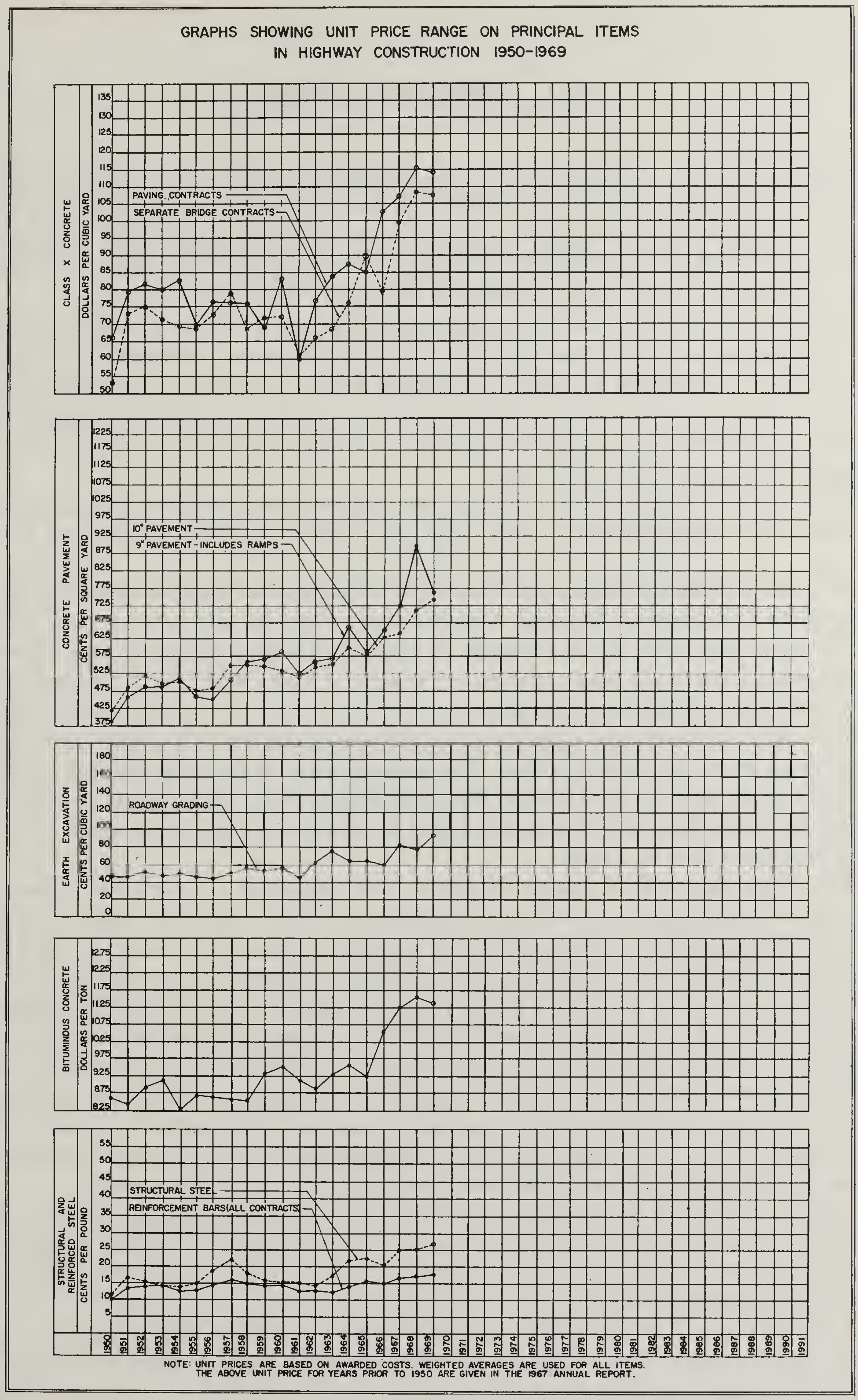
FAI	Federal-aid Interstate	US	United States Route
FA	Federal-aid Primary	BR	Business Route
FAS	Federal-aid Secondary	SA	State Aid Secondary
AD	Defense Access Road	CH	County Highway
SBI	State Bond Issue	CHS	County Highway State
Ill. Rt.	Illinois Route	TR	Township Road

ABBREVIATIONS

Bit. conc. resurf.	Bituminous concrete resurfacing
Bit. Surf. treat.	Bituminous surface treatment
Br. wdg.	Bridge widening
Constr. or reconstr.	Construction or reconstruction
Comb. RR-hwy. struct.	Combination railroad highway structure
Cont. reinf. conc. pavt.	Continuously reinforced concrete pavement
EFO	Engineer's Field office
Eng's	Engineer's
Excl. int. hwys.	Excluding interstate highways
Fab. & install.	Fabricating and installing
Fur. strl. st.	Furnishing structural steel
Flex. or stab. shldrs.	Flexible or stabilized shoulders
Gr. or cr. stone	Gravel or crushed stone
Hwy. gr. sep. struct.	Highway grade separation structure
Misc. maint. impmts.	Miscellaneous maintenance improvements
PCC pavt.	Portland Cement concrete pavement
RC box culv. ext.	Reinforced concrete box culvert extension
RR or Ry.	Railroad or Railway
Rehab.	Rehabilitation
SB or HB	Senate Bill or House Bill

2 FUND DESIGNATION

Int.	Improvements on National System of Interstate and Defense Highways, financed 90 percent with Federal-aid and 10 percent State road funds.
Int. G.	Highway-railroad projects on interstate highway system, financed 100 percent with the Federal-aid railroad funds on new construction, and 90 percent Federal and 10 percent State funds on reconstruction projects.
FI	Improvements on interstate highway system, financed with Federal-aid primary and matching State road funds.
UI	Improvements on interstate highway system in urban area, financed with Federal-aid primary urban and matching State and municipal funds.
State I	Improvements on interstate highway system, financed entirely with State road funds.
DL-C-I	Improvements by State day labor forces on interstate highway system, financed with State day labor construction funds.
DL-M-I	Improvements by State day labor forces on interstate highway system, financed with State day labor maintenance funds.
DL-I	Improvements by State day labor forces on interstate highway system, financed with State day labor funds.
TOPICS	"Traffic Operations Program to Increase Capacity and Safety" of traveled ways, financed with 50.32 percent Federal funds, 24.82 percent State funds, 12.42 percent City funds and 12.42 percent County funds.
F	State primary highway improvements financed with Federal-aid primary and matching State funds.
FG	Railroad-highway improvements on primary highway system, financed 100 percent with Federal-aid railroad funds on new construction and 90 percent Federal and 10 percent State funds on reconstruction projects.
RF	Special appropriation of Federal-aid primary funds specifically for rural primary highway improvements, financed with Federal-aid primary and matching State funds.
LSF	Primary highway improvements, financed entirely with Federal funds as provided by the Highway Beautification Act of 1965.
ER	Emergency relief for projects controlling the flooding of highways, financed entirely with Federal funds.
U	Urban primary highway improvements, financed with Federal-aid primary and matching State or municipal funds.
UG	Railroad-highway improvements on urban primary highways, financed 100 percent with Federal-aid primary railroad funds on new construction, and 90 percent Federal and 10 percent State funds on reconstruction projects.
State P	State primary highway improvements, financed entirely with State road funds.
DL-C-P	Improvements by State day labor forces on primary highways, financed with State day labor construction funds.
DL-M-P	Improvements by State day labor forces on primary highways, financed with State day labor maintenance funds.
DL-P	Improvements by State day labor forces on primary highways, financed with State day labor funds.
FAS	Federal-aid secondary rural road improvements financed with Federal-aid secondary and matching State and County Road funds.
US	Federal-aid secondary road improvements in urban area, financed with Federal-aid urban and matching State and municipal funds.
SU	Federal-aid secondary road improvements in urban area, financed with Federal-aid secondary and matching State and municipal funds.
State S	State secondary road improvements, financed entirely with State road funds.
DL-C-S	Improvements by State day labor forces on State secondary roads, financed with State day labor construction funds.
DL-M-S	Improvements by State day labor forces on State secondary roads, financed with State day labor maintenance funds.
DL-S	Improvements by State day labor forces, on State secondary roads, financed with State day labor funds.
DL-E	Improvements by State day labor forces, on non-highway projects, financed with State day labor funds.
State E	Projects contracted by the State Division of Highways for related improvements not located on any of the State highway systems, financed entirely with State funds.



GRAPHS SHOWING UNIT PRICE RANGE ON PRINCIPAL ITEMS IN HIGHWAY CONSTRUCTION 1950-1969

NOTE: UNIT PRICES ARE BASED ON AWARDED COSTS. WEIGHTED AVERAGES ARE USED FOR ALL ITEMS. THE ABOVE UNIT PRICE FOR YEARS PRIOR TO 1950 ARE GIVEN IN THE 1967 ANNUAL REPORT.

Figure 8.

VIII. CONSTRUCTION

1. GENERAL.—The Bureau of Construction has general supervision of all State highway contracts from the time contracts are awarded until construction work is completed and accepted. General construction policies and uniform practices are developed in cooperation with the district offices through field engineers of the Bureau who inspect active State construction projects at intervals during the construction season.

During 1969, a committee including representatives of various bureaus of the Division of Highways worked on modification of the specifications, methods of payment and project procedures in order to increase the length of the construction season and to reach a more desirable balance of time spent between documentation and field inspection. This has become increasingly important because of the large construction program that will be under way for the next several years.

Policy letters on construction matters were updated and codified by issuing a series of Construction Memorandums which will be reviewed annually and revised if necessary.

A new Field Manual was printed in 1969. The book follows the general pattern of the AASHO Construction Manual. Camera-ready copy for the new manual was prepared by State personnel in the Division of Highways with a magnetic tape typewriter and composer. The book was recorded on magnetic tapes which will be retained and updated when a new edition is necessary.

The Equal Employment Opportunity staff was expanded to four full-time employees operating from the central office. The general trend is for local citizens to develop local EEO plans such as the Chicago Plan and Peoria Plan. One variation from this is the East St. Louis Plan which was developed by Governor Ogilvie in cooperation with local groups from East St. Louis.

The "Specific Task Training Program" for inspectors on highway construction work, which was started in 1966, was continued in 1969. Generally, classes were conducted in Springfield, but during the busy months of May, June and July the classes were taken to the districts. The training is specifically designed to meet the needs of State engineering technicians and newly employed civil engineers, but technical employees of counties, cities and consulting engineering firms involved with highway work are encouraged to attend. These technical employees are trained for specific tasks such as paving inspector, bituminous concrete inspector, embankment inspector, pipe culvert inspector, to name a few. In 1969, about 2,000 trainees were instructed in one or more of 19 subjects. A formal training facility at a permanent location has now been obtained with an ultimate plan for three classrooms, one laboratory and office space.

Internal control of payments to contractors was improved during the year. When the procedural changes are fully effective, auditors of the Bureau of Public Roads will be concerned primarily with operational auditing and will rely on the checks and reviews built into the construction administration procedures.

2. CONTRACT AND DAY LABOR WORK COMPLETED IN 1969.—Table 26 summarizes mileage and quantities of various types of work completed during 1969. The totals include maintenance contract work which is performed under the general supervision of the Bureau of Construction.

The State highway surfacing completed in 1969 included 80.53 miles of interstate highways, 590.38 miles of other primary highways, and 231.35 miles on the secondary system. Other work consisted of placing 1,134,284 square yards of intermittent bituminous resurfacing; grading 82.14 miles under separate contract; building 52 new bridges and rehabilitating 46 others; constructing 114 new grade separation structures and repairing or widening 36; and miscellaneous work. The type and amount of State highway work completed during 1969 by the State, Cook County, and the City of Chicago are shown in Table 26.

Projects under contract during 1969 are listed in Table 25 of this section.

TABLE 25—CONTRACTS UNDER CONSTRUCTION DURING 1969.

PORTLAND CEMENT CONCRETE PAVEMENT.

STATE CONTRACTS.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncompleted
SBI 2	1-1, 9-2	Jackson	Howell Const. Co. & Franklin Asphalt Co.	23,26	0.05	
SBI 10	3-R, 3-BR	Champaign	University Asphalt Company, Inc.	2@24	0.95	0.27
SBI 13	10-2, 10-3-1	Gallatin	E. T. Simonds & J. D. Barter Const. Co.	24, var	2.15	1.27
SBI 13	10-3,10-3B,10-1,11-2	Gallatin	E. T. Simonds & J. D. Barter Const. Co.	24	4.97	
SBI 62	116Y-2-R	Cook	Rock Road Construction Company	2@24	1.08	
SBI 75	113-1	Winnebago	Charles Ind Company	24	0.90	
SBI 119, FAI 57	10-34,10-34B-1,10-35, 10-35B-2,10-36,10-36B-1; 113R-1	Champaign	General Paving, Champaign Asphalt & Illiana Const. Co.	24, var	0.77	
SBI 170	125-1,125B-1	Randolph	Eugene Luhr & Company	24		0.65
FA 2	(10-2,11-1,12-1)A;11-1B, 12-1B-2;(10-2,11-1,12-1)	Jackson-Union	E. T. Simonds & J. D. Barter Const. Co.	24	10.72	
FA 2, 16	10(R,B-1)	Washington	Pautler Brothers Contractors, Inc.	24	1.20	
FA 4	(55,56)R&56-B	Greene	Calhoun County Contracting Corporation	24		1.55
FA 5	L-R-1	Sangamon	Sangamo Construction Company	2@24		0.86
FA 9	36-1,36RS-1	Tazewell	Jansen & Schaefer, Inc.	24, 2@24		1.59
FA 10	F-R	McLean	Eaton Asphalt Company, Inc.	2@24		2.97
FA 11	38(W,RS),38-BR	Vermilion	McCalman Construction Company	24		0.58
FA 22	211-KVX-W&BR	Cook	W. J. Sheppard & Company	2@24		0.36
FA 26	16-2,19X-2,19(BY,BY-1)	Coles	A. J. Walker, Huckaba & Sons & Howell Asphalt Co.	2@24		2.41
FA 29 Spur	30	Knox	Gunther Construction Company	24	0.98	
FA 30	124-CS	Peoria	McDougal-Hartmann Company	2@22	0.47	0.26
FA 42	3127-1	Cook	Robert R. Anderson Company	2@24		3.38
FA 58	1969-4R&L	Cook	Arcole Midwest Corporation	2@24		0.49
FA 58	582-R	Cook	Rock Road Construction Company	2@24	0.12	
FA 58	582-R.1	Cook	Greco, Rosemont Paving & Consolidated Const. Co.	2@36		2.73
FA 58	582-R.2	Cook	Rock Road Construction Company	2@24		2.66
FA 62	535-B-6-R	Will	Arcole Midwest Corporation	24		0.17
FA 99, FAI 57	0509-1026AT,101-Y,101-I	Cook	Rossi Contractors	2@24	0.77	
FA 102	102-540R	Cook-DuPage	Contracting & Material Company	2@24, 2@36	0.78	2.11
FA 122	0910 Pt. 2,0910-B & 0910-VB	Will	W. J. Sheppard & Company	24	4.25	
FA 131	56-R	DuPage	Thomas M. Madden Company	2@24	0.99	
FA 173	32-3R	Cook	Rock Road Construction Company	20, 24, var		0.71
FA 177	102-540-R.1	Cook	Milburn Brothers, Inc.	2@24		1.46

FA 188	1-1	Winnebago	Sjostrom Paving Company	2@36		1.10
FAS 115	3041-15D-Z-I	Cook	J-P Construction Company	2@24		0.65
FAS 409, FA 9	102 & 118-R	Warren	Clark Brothers, Inc.	24		0.57
FAS 498	76	Vermilion	McCalman Construction Company	22	2.59	
FAS 524	200-R	Champaign	General Paving Company, Inc.	24	5.14	
FAS 540	12B-1	Macon	C. E. Burgett Construction Company	22, var	0.40	
FAS 642	18-1	Moultrie	Huckaba & Sons Construction Company	22	2.63	
FAS 669	41	Douglas	Huckaba & Sons Construction Company	22, var	2.50	
FAS 765	113	Madison	Calhoun County Contracting Corporation	24, 44	0.50	
FAS 1415	53	Will	E. H. Swenson & Son, Inc.	40	0.38	
CHS 013	3025-15D-R	Cook	Rock Road Construction Company	2@24	0.86	0.85
Total miles of portland cement concrete pavement—State contracts					46.15	29.65

COOK COUNTY CONTRACTS.

FA 62, FAI 57	068-1212.1-CF, 068-1212.2-CF	Cook	Thomas McQueen Company	2@48	0.10	0.21
Total miles of portland cement concrete pavement—Cook County					0.10	0.21
Grand total miles of portland cement concrete pavement					46.25	29.86

TABLE 25—Continued.

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT.

STATE CONTRACTS.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncompleted
FA 7	(C&J)R-3	DuPage	Palumbo Excavating Company	2@24	0.35	
FA 9	(9,18)R & 18R-B	Iroquois	D. E. Lynch, Clark Brothers & Azzarelli Const. Co.	2@24	3.08	
FA 9, FAS 409	102 & 118-R	Warren	Clark Brothers, Inc.	2@24		1.40
FA 13	8-2,8-2VB	Clay	The Standard Paving Company	2@24	6.35	
FA 13	11-2	Clay	The Standard Paving Co. & Howell Asphalt Co.	2@24		7.55
FA 16, FAI 57	41(2-1,2B-3,2HVB,2VB, 3,3HB-1) & 13-2	Jefferson	S. J. Groves & Sons Company	2@24	0.71	
FA 18	1R-2	Kankakee	Azzarelli & Clark Brothers, Inc.	2@24	0.68	
FA 22	2R-1	Lake	Eric Bolander Construction Company	2@24	0.65	
FA 50, FAS 770	1;1HB,1VB,125-2, 125-1SB	Madison	Calhoun County Contracting Corporation	2@24	0.19	
FA 61	531-4HBK	Cook	Orr Const. Co. & Kenny Const. Co.	2@36	1.04	
FA 102, FAI 90	22-2,22-2HB(1,2,3,4), 22-2L,540(HBR,R)	DuPage	J. M. Corbett & R. R. Anderson Co.	2@24		2.03
FA 102	543R-1	DuPage	Eric Bolander Construction Company	2@24	0.98	
FA 133	0102-670	Cook	The Standard Paving Company	2@24	0.50	
FA 133	0102-683HBK	Cook	The Standard Paving Company	2@24	0.47	
FA 151	103	Madison	Sangamo Construction Company	2@24	3.60	
FAI 55	84(4-1,4-2)	Sangamon	Sangamo Construction Company	2@36	1.94	1.95
FAI 57	0909-1028	Cook	Arcole Midwest Corporation	2@36	0.20	
FAI 57, SBI 119	10-34,10-34B-1,10-35, 10-35B-2,10-36, 10-36B-1;113R-1	Champaign	General Paving, Champaign Asphalt & Illiana Const. Co.	2@24	7.39	
FAI 57	10-37,10,27-38	Champaign-Ford	Rock Road Construction Company	2@24		10.02
FAI 57	15,21-25,21-25B,21-26, 21-27,21-27B-2	Coles-Douglas	McCarthy Improvement Company	2@24	7.62	
FAI 57	21-28;21,10-29	Douglas-Champaign	McCarthy Improvement Company	2@24		7.39
FAI 57	25-6-1,13-1	Effingham-Clay	Hoeffken Brothers, Inc.	2@24	0.50	7.18
FAI 57	26(1,2)	Fayette	Hoeffken Brothers, Inc.	2@24		8.44
FAI 57	38-6,38-7	Iroquois	Rock Road Construction Company	2@24		8.81
FAI 57	38(8,8-1,9)27-1	Iroquois-Ford	Rock Road Construction Company	2@24		10.15
FAI 57, FA 16	41(2-1,2B-3,2HVB,2VB, 3,3HB-1) & 13-2	Jefferson	S. J. Groves & Sons Company	2@24	1.95	
FAI 57	41(3-1,3-2,4)	Jefferson	Hoeffken Brothers, Inc.	2@24	3.42	
FAI 57	61-1-1,61-1HB-3, 61-1ACB-1	Marion	Hoeffken Brothers & Eugene Luhr & Co.	2@24	0.14	
FAI 57	61-1-2 & 61-2	Marion	Contracting & Material Company	2@24	5.64	
FAI 57	61-3	Marion	Contracting & Material Company	2@24	0.45	0.80
FAI 57	61(3-1,4,5)	Marion	S. J. Groves & Contracting & Material Co.	2@24		11.19
FAI 57	61-5-1 & 61-6	Marion	S. J. Groves & Contracting & Material Co.	2@24		5.86

FAI 57	77-4,4(HB-1,B-2), 4(1A,2A),77(1-1, 2,3,4)SG	Pulaski	E. T. Simonds & J. D. Barter Const. Co.	2@24	0.72	
FAI 57	77-4(1,2),02-1-3	Pulaski-Alexander	E. T. Simonds & Gilmore Asphalt Products	2@24	0.68	
FAI 70	12(50,51,52)	Clark	F. F. Mengel Company	2@24		14.89
FAI 70	12(53,53-SB,54)	Clark	The Standard Paving & Howell Asphalt Co.	2@24	0.88	
FAI 70	18-48;18,12-49	Cumberland-Clark	F. F. Mengel Company	2@24		10.84
FAI 70	10(71,71B-1)	Champaign	Arcole Midwest Corporation	2@24	4.50	
FAI 72	74,10-70	Piatt-Champaign	Arcole Midwest Corporation	2@24	0.33	5.73
FAI 74	48(28,29,30),72-30	Knox-Peoria	Central Engineering Company	2@24	16.66	
FAI 74	57(21,22)	McLean	Arcole Midwest Corporation	2@24		8.80
FAI 74	57-23	McLean	McDougal-Hartmann Company	2@24		5.02
FAI 74	57-24,57-24B	McLean	McDougal-Hartmann Company	2@24		4.64
FAI 74	57-24-1,20-1,20-1B-3	McLean-DeWitt	Arcole Midwest Corporation	2@24		5.04
FAI 74, FA 85, 86, 86 Spur	72(3,4,5-1),110-R,130-R	Peoria	McDougal-Hartmann Company	2@24	7.28	3.91
FAI 74	74-2,2B-1	Piatt	General Paving Company, Inc.	2@24		2.83
FAI 74	74-3	Piatt	Arcole Midwest Corporation	2@24		3.75
FAI 74	74,10-4-1	Piatt-Champaign	General Paving Company, Inc.	2@24		4.62
FAI 90	22-1-1,22-1B-1, 22-1HB-7,22-F	DuPage	Palumbo Excavating Company	2@24		2.68

TABLE 25—Continued.

CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT—Concluded.

STATE CONTRACTS—Concluded.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncompleted
FAI 90, FA 102	22-2,22-2HB(1,2,3,4), 22-2L,540(HBR,R)	DuPage	J. M. Corbett & R. R. Anderson Co.	2@24		1.62
FAI 90	0103-301	Cook	Greco, Rosemont Paving & Consolidated Const. Co.	2@36		2.18
FAI 90	0305-302K,0404-313HB, 0404-316HB	Cook	Arcole Midwest & Rock Road Const. Co.	2@36		1.76
FAI 180	78(1,1HB,1HB-1,1BR)	Putnam	S. J. Groves & Sons Company	2@24	1.20	
FAS 3	X-R(CS-XW-1)	Lake	Eric Bolander Construction Company	2@24	0.50	2.10
FAS 205, FAI 74	2,3&142-1;81-2-2A	Rock Island	Central Engineering Company	2@24,var		1.34
FAS 205	142	Rock Island	Central Engineering Company	2@24	2.18	
FAS 770, FA 50	1;1HB,1VB,125-2, 125-1SB	Madison	Calhoun County Contracting Corporation	2@24	1.00	
Total miles of continuously reinforced portland cement concrete pavement—State contracts					83.78	164.52

COOK COUNTY CONTRACTS.

FA 22	145A-0303-MFT, 139-1515-MFT	Cook	Arcole Midwest & Contracting & Material Co.	2@48	0.37	
FAI 57	068-1011.2-CF	Cook	Rossi Contractors	2@36	0.06	1.21
FAI 57	068-1113.1-CF	Cook	Thomas McQueen Company	2@36		1.00
FAI 57	068-1314.1-CF	Cook	Thomas McQueen Company	2@36		1.10
FAI 57	068-1415.1-CF	Cook	Thomas McQueen Company	2@36	0.96	
Total miles of continuously reinforced portland cement concrete pavement—Cook County contracts					1.39	3.31
Grand total miles of continuously reinforced portland cement concrete pavement					85.17	167.83

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE, AND FULL-WIDTH FLEXIBLE BASE COURSE.

STATE CONTRACTS.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncom-pleted
FAS 635	103-Q	Sangamon	Sangamo Construction Company	Bit. agg. base 26	2.01	....
FAS 689	210-Q	Clark	Frank C. Feutz Company	Asph. stab. base 22	2.60	....
FAS 927	(17,26)Q	Johnson	Three Star Construction Company	Bit. agg. base 22	2.40	2.86
FAS 1415	53	Will	E. H. Swenson & Son, Inc.	2@8, var	0.61	....
			Total—Asphalt stabilized base course (two lanes or more)		2.60	0.00
			Total—Bituminous aggregate base course (two lanes or more)		4.41	2.86
			Total—PCC widening		0.61	0.00
			Total miles all base course and widening		7.62	2.86

BITUMINOUS SURFACE ON FLEXIBLE BASE.

STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in feet	Mileage Completed 1969	Mileage Uncom-pleted
FA 2	55-R,55RS-2	McLean-DeWitt	Eaton Asphalt Company, Inc.	Class I	24	....	0.75
FA 16	8(W,RS,BR), 9(W,RS),9-2	Wabash	Wabash Asphalt & Mt. Carmel Sand & Gravel Co.	Class I	24	4.67	....
FA 16	13Z(W&RS)	Jefferson	Southern Illinois Asphalt Co. Inc.	Class I	2@24	....	1.32
FAS 23	13R-1	Will	Delta Construction Corporation	Class I	2@24	....	0.81
FA 64	119-R	Livingston	Trico Paving & Johnston Roadbuilders	Class I	24	0.23	....
FA 165	13RS-2	Pulaski-Massac	Johnson County Asphalt, Inc.	Class I	20	5.73	....
FAI 57	46(3,4HBK)RS & RSF	Kankakee	Azzarelli Construction Company	Class I	2@24	....	6.90
FAS 30	20-2Q	Boone	Rockford Blacktop Construction Co.	Plant Mix, Class B	22	4.32	....

TABLE 25—Continued.

BITUMINOUS SURFACE ON FLEXIBLE BASE—Concluded.

STATE CONTRACTS—Concluded.

Route	Section	County	Contractor	Type	Width in feet	Mileage Completed 1969	Mileage Uncompleted
FAS 186	38-Q	Whiteside	Whiteside Blacktop, Inc.	Class I	26,40	1.19	
FAS 186	38-1Q	Whiteside	Whiteside Blacktop, Inc.	Class I	40	1.44	
FAS 285	23-RS	Grundy	Charles O'Brien & Son Construction Co., Inc.	Class I	20	2.01	
FAS 334	130Q-1	Ford	Mason & Meents Construction Company	Plant Mix, Class B	20	4.03	
FAS 335	27Q-1	Ford	Mason & Meents Construction Company	Plant Mix, Class B	20	5.08	
FAS 341	17Q-1	Ford	Mason & Meents Construction Company	Plant Mix, Class B	20	3.34	
FAS 349	TRS-1	McLean	Eaton Asphalt Company, Inc.	Class I	22	1.95	
FAS 397	81-3Q	Knox	Swords & Dietz	Plant Mix, Class B	22		3.01
FAS 435	53Q-2	McDonough	Coggeshall Construction Company	Plant Mix, Class B	20	6.53	
FAS 444	52Q-1	McDonough	Coggeshall Construction Company	Plant Mix, Class B	20	6.49	
FAS 461	10-2Q-5	Tazewell	R. A. Cullinan & Son, Inc.	Plant Mix, Class B	24	4.29	
FAS 478	120-RS	McLean	Eaton Asphalt Company, Inc.	Class I	22	1.70	
FAS 479	47RS-2	McLean	Eaton Asphalt Company, Inc.	Class I	22	3.90	
FAS 488	39-RS	McLean	Eaton Asphalt Company, Inc.	Class I	21	3.03	
FAS 579	27Q,RS	Cass	Illinois Valley Asphalt, Inc.	Plant Mix, Class B	22	6.63	
FAS 601	38Q-2	Pike	V. H. Callender Construction Company	Plant Mix, Class B	22	4.51	
FAS 636	34-Q	Christian	Sangamo Construction Company	Class I	24	2.43	
FAS 636, 1625	108-Q	Sangamon	Sangamo Construction Company	Class I	24	1.17	
FAS 678	56-Q	Edgar	Frank C. Feutz & Illiana Const. Co.	Road Mix, Class B	20		2.70
FAS 702	38-Q	Cumberland	Howell Asphalt Company	Plant Mix, Class B	20		5.71
FAS 706	55-Q	Richland	Mt. Carmel Sand & Gravel Company	Class I	22	3.47	
FAS 721	45-Q	Montgomery	Denny & Simpson Stone Company, Inc.	Plant Mix, Class B	22		3.61
FAS 745	26-Q	Jersey	G. Helmkamp Excavating & Trucking Company	Road Mix, Class B	20	5.07	
FAS 777	33Q-1	Bond	Litchfield Bituminous Corporation	Class I	22		2.72
FAS 801	75B,Q	Lawrence	C. J. Moritz, Inc.	Plant Mix, Class B	22	0.81	
FAS 836	4-Q	Washington	Bituminous Fuel & Oil & Charles E. Mahoney Co.	Plant Mix, Class B	22		7.59
FAS 859	31Q-1	Randolph	Link Trucking & Construction	Class I	20	1.86	
FAS 861	49-Q	Randolph	Johnson County Asphalt & Pautler Bros., Inc.	Class I	24		3.37
FAS 904	45-Q	Williamson	Rigsby & Barnard Construction Company	Class I	22	2.35	
FAS 937	36-Q	Massac	Johnson County Asphalt, Inc.	Class I	22	2.02	
FAS 940	9Q-1	Pulaski	Johnson County Asphalt, Inc.	Class I	22, 26	2.45	
FAS 1069	62-1Q	Ogle	Rockford Blacktop Construction Company	Plant Mix, Class B	22		3.35
FAS 1100	192-7	Kane	Geneva Construction Company	Class I	52		2.80
FAS 1110	70-1Q	McHenry	E. M. Melahn Construction Company	Class I	24		1.01
FAS 1110	161-1Q	Kane	Geneva Construction Company	Class I	20	0.60	
FAS 1135	(41&V)W&RS-2	DuPage	Black Top Roads Company	Class I	2@24		2.26
FAS 1138	184-B	DuPage	The Schless Construction Company, Inc.	Class I	24	0.35	
FAS 1220	59-G	McHenry	Lakeland Construction Company, Inc.	Plant Mix, Class B	20	3.00	
FAS 1278	126-Q	LaSalle	J. P. Wetherby Construction Corporation	Plant Mix, Class B	20		0.50
FAS 1369	42-Q	Marshall	Strunk Brothers Company	Plant Mix, Class B	20	0.87	
FAS 1442	19-5Q	McDonough	Princeville Stone Company	Plant Mix, Class B	22	1.52	0.15
FAS 1468	27-3Q-1	Tazewell	R. A. Cullinan & Son, Inc.	Plant Mix, Class B	22	2.83	
FAS 1485	107Q-1	McLean	Eaton Asphalt Company, Inc.	Class I	20	1.00	
FAS 1539	37-1Q	Macon	Macon County Asphalt Company	Class I	22		2.69
FAS 1604	65-Q	Ogle	Rockford Blacktop Construction Company	Plant Mix, Class B	22		3.80

FAS 1741	20-1Q	Montgomery	Litchfield Bituminous Corporation	Plant Mix, Class B	18		2.82
FAS 1744	41-1Q	Montgomery	Litchfield Bituminous Corporation	Plant Mix, Class B	22, 24		2.73
FAS 1710	24B,Q	Effingham	Wabash Asphalt, Mt. Carmel Sand & Gravel & Moritz Corp.	Plant Mix, Class B	20, 24		3.14
FAS 1918	21Q-1	Jackson	Denny & Sons & Dale Denny Const. Co.	Class I	20	5.27	
FAS 2015	71-Q	McHenry	H. J. Curran Contracting Company	Plant Mix, Class B	22		1.41
Total—Bituminous concrete, Class I on flexible base						48.82	24.63
Total—Bituminous surface plant mix, Class B on flexible base						54.25	37.82
Total—Bituminous surface road mix, Class B on flexible base						5.07	2.70
Total miles of bituminous surface on flexible base						108.14	65.15

TABLE 25—Continued.

BITUMINOUS CONCRETE SURFACING, CLASS I, ON RIGID PAVEMENT.

STATE CONTRACTS.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncom-pleted
SBI 1	CX-RS	Edgar	Danville Asphalt Company, Inc.	20	5.90	
SBI 1	(K-15D&5)RS-1	Kankakee	Azzarelli Construction Company	22	7.05	
SBI 1	PZ-RS	Vermilion	Danville Asphalt Company, Inc.	40	1.39	
SBI 1	(1,25,24,23)RS-1	Clark	Wabash Asphalt & Mt. Carmel Sand & Gravel Company	22		14.96
SBI 1	(3,2,28,29)RS-1	White	Gilmore Asphalt Company	18,22		13.82
SBI 1	9Y-RS-1&8Y-RS-1	Will	Gallagher Asphalt Corporation	22	5.80	
SBI 1	10,10W-RS,9Y-RS-2	Will	Alpha Construction Company	25,39		2.97
SBI 1	(12,13)RS-1	Wabash-Lawrence	Wabash Asphalt, Mt. Carmel Sand & Gravel & Howell Asphalt	24		11.42
SBI 1	(14,15)RS-1	Lawrence	Ambraw Asphalt Materials, Inc.	24		9.59
SBI 1	(29,29X,30,31,42,42Y)RS-1	Gallatin-Saline	Gilmore Asphalt Company	36,var		14.42
SBI 1	38(W,RS-1),39RS-6, 40(W,RS-8),41(W,RS-4)	Johnson-Massac	Johnson County Asphalt & Johnston Roadbuilders	24		19.39[4]
SBI 1	47Z-1RS	Vermilion	McCalman Construction Company	42,var	0.93	
SBI 1	47RS-3,(R,48)RS-1	Vermilion	Danville Asphalt Company, Inc.	22,37		9.71
SBI 1	(48,48Z-2)RS	Vermilion	Danville Asphalt Company, Inc.	22,34		12.48
SBI 2	1-1,9-2	Jackson	Howell Const. & Franklin Asphalt Co.	22,2@22	0.51[5]	
SBI 2	19RS-1	Shelby-Christian	Sangamo Construction Company	22		11.33
SBI 2	20RS-1	Fayette	Reese Construction Company	22		16.34
SBI 2	(34,35,36-S)RS-1	Ogle-Winnebago	Rockford Blacktop Construction Company	22	10.03	
SBI 2	38RS-1,39RS-1	Ogle-Lee	Rockford Blacktop Construction Company	22	13.35	
SBI 2	43RS-2,(44,45)RS-1	Christian	Macon County Asphalt Company	22		15.33
SBI 2	50RS-1,51RS-3	Macon	Macon County Asphalt Company	22	9.79	
SBI 2	(62,63,64)RS-1	McLean-Woodford	Peoria Blacktop, Inc.	24		13.64
SBI 2	(68,69,70)RS-2	LaSalle-Marshall	Ladd Construction Company	20,24	3.68	9.96
SBI 3	(8,9,10,11)W&RS	Rock Island	Central Engineering Company	24		10.49[4]
SBI 3	(11,12,13,14)W,RS	Whiteside	Rein, Schultz & Dahl, Inc.	26		13.56[4]
SBI 3	(32,33,34,35)W,RS	Warren	Gunther Construction Company	22,24	2.68[2,4]	8.20[2,4]

SBI 3	(35,36,37)W&RS	Warren-McDonough	Coggeshall Construction Company	24,var		12.36 [2,4]
SBI 3	(38,39 Ext.,39,40,41) W,RS-1,(40,41)W&RS	McDonough-Schuyler	Coggeshall Construction Company	24		17.56 [2,4]
SBI 3	(64,65)RS-1	St. Clair-Monroe	Reese Construction Company	38,var		6.31
SBI 3, 157	64RS-2,121-1RS,59-RS	St. Clair	Reese Construction Company	20,22	8.04	
SBI 3	68RS-2,(69,70)RS-1	Monroe	Reese Construction Company	22		14.38
SBI 3, 150	71RS-2,72RS-1,74RS-1, (121,122)RS-3	Randolph	Johnson County Asphalt, Pautler Bros. & Frank Nutty	24,var		16.84
SBI 3	81RS-1	Morgan	Illinois Valley Asphalt, Inc.	22,var	3.76	
SBI 3	101,28(W,RS-1),28, 29(W,RS),28R-RS	Warren	McCarthy Improvement Company	24		11.38 [2,4]
SBI 4	(7,18Q-CS)RS	Livingston	Mason & Meents Construction Company	18,33	2.36	
SBI 5	1(W&RS)	JoDaviess	Rock Road Construction Company	24		16.49
SBI 5	2(W&RS)	JoDaviess	Rein, Schultz & Dahl, Inc.	24	16.09	
SBI 5	3(W&RS)	JoDaviess-Stephenson	Rein, Schultz & Dahl, Inc.	24	13.68	
SBI 5	4(W&RS)	Stephenson	Freeport Blacktop Construction Company	24	13.58	4.00
SBI 5	10(W,RS-1);11(W,RS-2), 106X-S(W,RS-1)	McHenry-Kane	F. F. Mengel Company	24		10.37 [4]
SBI 5	12RS-1	McHenry	H. J. Curran Contracting Company	24	2.15	
SBI 6	(9,10)RS-1	Ogle	Rein, Schultz & Dahl, Inc.	22	6.42	
SBI 6	34RS-2	DeKalb	Stahl Construction Company	22		6.70
SBI 8	(1&3)RS-1	Warren-Knox	Gunther Construction Company	22		8.07
SBI 8	5,6,7,8(W,RS)	Henderson-Warren	McCarthy Improvement Company	24,var		14.89 [4]
SBI 8	(50,104VX)RS	Tazewell	Seneca Petroleum Company, Inc.	20,40	1.31	
SBI 9, 47	(17,18)RS-1, (127,127X)RS	Ford	Lehigh Paving Company	18	11.28[1]	
SBI 9	(39,40)RS&36-RS	Fulton-McDonough	George E. Hoffman & Sons, Inc.	21	10.11	
SBI 10	(4,5)RS,32RS-1	Champaign-Piatt	Champaign Asphalt Company	18,19	9.51[1]	
SBI 10	(16,18,19)RS-1, 40(W,RS-1)	Sangamon	Sankey Brothers, Inc.	22,var		7.80
SBI 10	21RS-1,23RS-4,24RS-3	Sangamon-Morgan	Illinois Valley Asphalt, Inc.	22,var		12.88
SBI 12	(18,20,21,22,23)RS-1	Clinton	Arrow Road Construction Company	22		13.31
SBI 12	(24,24X,26)RS-1	Clinton	Maclair Asphalt Company, Inc.	22	7.69	
SBI 12	26RS-2,(27,28)RS-1	St. Clair-Clinton	Maclair Asphalt Company, Inc.	22, var		13.40
SBI 12, 2	28(W,RS-1),(16,17,18) RS-1	Marion	Arrow Road Construction Company	22, 24		9.77 [3]
SBI 12	(30,31,32)RS-1	St. Clair	Maclair Asphalt Company, Inc.	24		9.15
SBI 13	6,7(W,RS-1),8,3, 3-1(W,RS)	Williamson-Saline	Gilmore Asphalt Company	24		16.94 [4]
SBI 13	(13X,14,15,15V,15X, 16,16X)RS-1;(13,16)RS-2	Jackson-Perry	Gilmore Asphalt Company	22, 24		20.06
SBI 13	(20,19,18,17)W,RS	Randolph-Perry	Johnson County Asphalt & Johnston Roadbuilders	24		17.26

TABLE 25—Vontinued.

BITUMINOUS CONCRETE SURFACING, CLASS I, ON RIGID PAVEMENT—Continued.

STATE CONTRACTS—Continued.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncompleted
SBI 13	(22,23,24)RS-1	St. Clair	Reese Construction Company	24		14.25
SBI 13	(25,27,38)RS-1	St. Clair	Reese Construction Company	22, 24		12.98
SBI 14	(9,10,11-2)RS-1	Hamilton-White	Southern Illinois Asphalt Company, Inc.	24		10.22
SBI 14	(11,12)RS-1	White	Wabash Asphalt, Mt. Carmel Sand & Gravel & Howell Asphalt	24		8.63
SBI 15	(5RS-1,6RS-2), (10,11,12,13)RS-1	Washington-Jefferson	Reese Construction Company	18	15.63[1]	
SBI 23	24B-R	McHenry	Belvidere Construction Company	24	0.54	
SBI 25	(21,23)RS-1,22RS-2	Douglas-Champaign	Champaign Asphalt Company	24	7.43	
SBI 28	(1-W)RS	Knox	Gunther Construction Company	36	0.24	
SBI 28, 88	9RS-1,(121,122)RS	Henry-Bureau-Stark	McNeill Asphalt Company	21, 25	7.80	
SBI 29	D-RS,119RS,118RS-1	Bureau	Strunk Brothers Company	20, 21	3.47	
SBI 29	3-RS	Marshall	Peoria Blacktop, Inc.	22, var	2.42	
SBI 29	(20,2,3,4,5)RS,6RS-1	Marshall-Peoria	Strunk Brothers Company	22		12.89
SBI 30	8-RS	Peoria-Stark	Peoria Blacktop, Inc.	18	4.21[1]	
SBI 31	1(W-1,RS-1)	Adams	Diamond Construction Company	22, 24	2.18[4]	
SBI 33, 1	1RS-1,17RS-1	Crawford	Ralph Rogers & Company, Inc.	22	5.71	
SBI 36	14(W,RS-1)	Pike	Diamond Construction Company	24	1.41[4]	
SBI 36	(22,23)RS-1	Morgan-Scott	Illinois Valley Asphalt, Inc.	22	3.50	3.53
SBI 39, 47	10,11,12,136(W,RS)	Champaign-Piatt-DeWitt	Champaign Asphalt Company	26		16.66[4]
SBI 47	104RS-1,104BR-1,2,3	McHenry	H. J. Curran Contracting Company	20	12.50	
SBI 47	(126,127X,128)W,RS-1	Ford	Champaign Asphalt Company	24	4.12[4]	
SBI 47	(136,129)RS	Champaign	Champaign Asphalt Company	18	12.76[1]	
SBI 48	126,125(W,RS)	Macon	Sangamo Construction Company	26		12.65[4]
SBI 49	119(W,RS)	Champaign	Champaign Asphalt Company	24	4.82[4]	
SBI 49	(137,138)RS	Iroquois	D. E. Lynch Construction Company, Inc.	20	7.89	
SBI 54, 64	543X-I-1,131(W,RS)	DuPage	Black Top Roads Company	24, 40	0.16	
SBI 59	105(W,RS),105-RS	Lake	Peter Baker & Son Company	27, 41	0.51	
SBI 64	126RS-1	DeKalb	Stahl Construction Company	24, var	3.94	
SBI 64	(130,131)RS-1	DuPage	Arrow Road & R. W. Dunteman Co.	40		10.59
SBI 70	(105,106,107)RS-1	Winnebago-Ogle	Rockford Blacktop Construction Company	22, 24	19.95	
SBI 71	115RS-2	Lee-DeKalb	Ladd Construction Company	22, var	10.74	
SBI 72	(113,114)RS-1	Carroll	Rein, Schultz & Dahl, Inc.	22, var	7.40	
SBI 83	(122,123)RS	Mercer	McCarthy Improvement Company	18	5.40[1]	
SBI 85	102X(W,RS),102&Extn., 103X,103,104(W,RS-1)	Mercer	Central Engineering Company	24		13.94[2,4]
SBI 85	106W&RS-1	Rock Island-Mercer	Central Engineering Company	24		8.12[4]
SBI 86	(105)RS-1	Whiteside	Rein, Schultz & Dahl, Inc.	24		10.19
SBI 94, 8	109RS-1,111-RS,8RS-1	Henderson	McCarthy Improvement Company	18, var	4.55[1]	
SBI 96	(124,125,126,127)RS	Adams-Hancock	Diamond Construction Company	18	13.50[1]	5.88[1]
SBI 97	139RS-1,140-RS	Warren	Gunther Construction Company	18, 21	6.93	
SBI 98	(108,109)RS	Fulton-McDonough	Coggeshall Construction Company	21, var	9.30	
SBI 100	111RS-1,112-RS	Schuyler	Illinois Valley Asphalt, Inc.	18, var	5.21[1]	
SBI 100	(123,124)RS,(4,5)RS	Pike-Calhoun	Illinois Valley Asphalt, Inc.	18, 20	22.81[1]	
SBI 104	(127,128X)RS	Morgan	Illinois Valley Asphalt, Inc.	20	10.65	
SBI 111	(126,128,129)RS-1	Macoupin-Madison-Jersey	Thompson Asphalt Company	24		15.44

SBI 119	113RS-2	Champaign	Champaign Asphalt Company	18, var	0.71	
SBI 121	(106,107)W,RS-1	Tazewell	R. A. Cullinan & Son, Inc.	24		4.89[4]
SBI 121	117RS-1,134-S-RS	Logan	Sankey Brothers, Inc.	18	1.48[1]	
SBI 122	M-15D-RS	Tazewell	R. A. Cullinan & Son, Inc.	18	4.52[1]	
SBI 122	(126X)RS-1,127-RS	Tazewell	R. A. Cullinan & Son, Inc.	18, var	3.99[1]	
SBI 138	101,102,103,104(W,RS)	Edwards-Wabash	Wabash Asphalt, Mt. Carmel Sand & Gravel & Howell Asphalt	26		16.35[3]
SBI 142	113RS-1	Jefferson	Southern Illinois Asphalt Company, Inc.	24		11.32
SBI 142	(113-2,114)RS-1	Hamilton	Southern Illinois Asphalt Company, Inc.	24		12.50
SBI 147	(113,113V,114)RS-3	Williamson-Johnson	Gilmore Asphalt Company	24		13.00
SBI 148	127(W,RS-2),129(W-3,RS-3)	Franklin	Mitchell Contracting & Gilmore Asphalt	24	2.89[2]	
SBI 150	117RS-1,130-RS,131RS-2	Randolph, Jackson	Gilmore Asphalt Company	18, 20	5.72	
SBI 152, 13	(101X,101,103)RS-1, 102RS-2,17(W,RS)	Perry-Randolph	Keene Constructors, Inc.	22, var		20.25[4]
SBI 157	121(W,RS)	St. Clair	Keeley Brothers Contracting Company	2@24	1.63[4]	
SBI 168	23-RS	Fulton	George E. Hoffman & Sons, Inc.	18	4.86[1]	
FA 1	161-W-1-TS	Cook	J-P Construction Company	20	1.00[2]	0.25[2]
FA 2	55-R,55RS-2	McLean-DeWitt	Eaton Asphalt Company, Inc.	24		4.91
FA 2, 16	10Z(W,RS),10-1(W,RS)	Washington	Keene Constructors, Inc.	24, var		1.63[4]
FA 2	71X-I&RS	LaSalle	Central Asphalt Company	22, var	1.46	
FA 4, 9	4(W,R&RS)	Warren	Central Engineering Company	24	6.93[4,5]	
FA 6	6Y-RS-4,5Y-RS-3	DuPage	Arrow Road Const. Co. & R. W. Dunteman	40		6.52
FA 6	7Y-RS-3	Cook	Rock Road Construction Company	40	1.23	
FA 7	CY-I	DuPage	R. W. Dunteman Company	24	2.11[4]	
FA 7	GY-I,CY-I-1	DuPage	Arrow Road Construction Company	24	0.83[4]	
FA 8	JX-R	Will	The Crown Rock Asphalt Company	2@24	1.35[4]	
FA 9	36-1,36RS-1	Tazewell	Jansen & Schaefer, Inc.	Var		0.29
FA 11	38(W,RS),38-BR	Vermilion	McCalman Construction Company	24		1.53
FA 16	8(W,RS,BR),9(W,RS),9-2	Wabash	Wabash Asphalt & Mt. Carmel Sand & Gravel	24	1.20[3]	
FA 16, FAI 57	41(2-1,2B-3,2HVB,2VB, 3,3HB-1)&13-2	Jefferson	S. J. Groves & Sons Company	2@24	0.27	
FA 22	2R-1	Lake	Eric Bolander Construction Company	2@24	0.41	
FA 22	211-KVX-W&BR	Cook	W. J. Sheppard & Company	2@24		0.79[5]
FA 29	10-Y	Henry	Ladd Construction Company	2@24	1.69	
FA 30	124-CS	Peoria	McDougal-Hartmann Company	2@22		0.10
FA 33	102,103(W,RS)	Moultrie	A. J. Walker, Howell Asphalt & Huckaba & Sons	24		8.38[4]
FA 45	464-SB	Cook	Robert R. Anderson Company	2@36	0.11[2]	
FA 48	4(W,RS),5(W,RS-1)	Cass	P. H. Broughton & Turcaw, Inc.	24, var	5.10[6]	5.10[6]
FA 48, 4	5(W,RS-2)	Cass	P. H. Broughton & Turcaw, Inc.	24, var		0.65[4,5]
FA 54	18(W,RS)2	McHenry	H. J. Curran Contracting Company	24	3.05[4]	
FA 68, FAS 847	50RS-1,421-RS,113RS-1	St. Clair	Maclair Asphalt Company, Inc.	22, 24		11.22
FA 97	(1-1)RS	Kendall	Geneva Construction Company	22	4.81	
FA 121	3239C-15D-Z-W&RS	Cook	W. J. Sheppard & Company	2@33, 40	0.84[2]	1.00[2]
FA 131	FW-SB	Cook	Robert R. Anderson Company	2@24	0.17[2]	
FA 133	0102-683HBK	Cook	The Standard Paving Company	2@24	0.14[5]	
FA 136 Spur	541-I	Cook	Rossi Contractors	2@24	0.12[5]	
FA 141, 7	110-RS,(29,15,16,17)RS-1	Whiteside	Rein, Schultz & Dahl, Inc.	22, 24		13.85
FA 141	(111,112,113)RS-1	Lee-Whiteside	Whiteside Blacktop, Inc.	22, 24		18.62
FA 144	(28,30)RS-1	Jackson-Union	Gilmore Asphalt Company	18, 22	8.72[1]	
FA 145, 16	(70,6,106,105)RS-1;(6,7)RS-1	St. Clair-Washington	Maclair Asphalt Company, Inc.	20, 22		18.88
FA 147	111(W,RS)	Woodford-Livingston	Ladd Construction Company	24		8.54[6]
FA 164	3-RS	Greene	Sankey Brothers, Inc.	22, 25		9.81

TABLE 25—Continued.

BITUMINOUS CONCRETE SURFACING, CLASS I, ON RIGID PAVEMENT—Concluded.

STATE CONTRACTS—Concluded.

Route	Section	County	Contractor	Width in feet	Mileage Completed 1969	Mileage Uncompleted
FAI 55	(99-2)R-1	Will	Crown Rock, Trygg Paving & Delta Const. Corp.	24	10.47	
FAI 70	(26-3)RS	Fayette	Reese Construction Company	24, var		3.65
FAI 94	X310-1968-47RS	Cook	Brighton Building & Western Asphalt Paving	2@36	6.69	
FAI 94	X310-1969-10-1&BR	Cook	W. J. Sheppard & Company	Var	0.45	
FAI 94	X610-1969-13RS	Cook	Western Asphalt Paving Company	24	0.40	
FAS 9	48RS-1	Lake	Liberty Asphalt Products, Inc.	24	6.91	
FAS 115	3041-15D-Z-I	Cook	J-P Construction Company	2@24		0.53
FAS 409, FA 9	102&118-R	Warren	Clark Brothers, Inc.	24		0.15
FAS 522	230-Q	Champaign	Champaign Asphalt Company	22		0.49
FAS 522	236-Q	Champaign	Champaign Asphalt Company	22		3.62
FAS 673	48-Q	Coles	Huckaba & Sons Construction Company	24		0.60
FAS 1060	148	Winnebago	Charles Ind Company	22	0.85[5]	
CHS 031	3091-W&RS	Cook	Municipal Paving Company	52	0.27[2]	
CH 65	Lincoln Ave. RS	Peoria	Peoria Blacktop, Inc.	18	0.35	
Various	1969-16RS	Cook	Allied Asphalt Paving Company	20, 24	13.84	
Various	1969-17RS	Cook	Arcole Midwest Corporation	20	10.02	
Various	1969-18RS	Cook	Crowley-Sheppard Asphalt Company	18, 20	14.66	
Various	(119)RS, (21-Z)RS, (101)RS-2, (137)RS-1	Macoupin-Montgomery	Litchfield Bituminous Corporation	18, 20, 24	7.27	
Dist. 1	BRS-1969-6	Kane-Kendall	Geneva Construction Company	24, var		3.48
Dist. 1	BRS-1969-7	Lake	Peter Baker & Son Company	24, 44		9.10[4]
Dist. 1	BRS-1969-12	DeKalb	Stahl Construction Company	44, 36		5.43
Dist. 4	Bit. Resurf. 1969-1	Peoria	George E. Hoffman & Sons, Inc.	40, 48	0.38	
Dist. 4	Bit. Resurf. 1969-2	Fulton	George E. Hoffman & Sons, Inc.	18	0.45[1]	
Dist. 4	Bit. Resurf. 1969-3	Henderson	McCarthy Improvement Company	18	3.46[1]	
Dist. 4	Bit. Resurf. 1969-5	Tazewell	R. A. Cullinan & Son, Inc.	18, var	4.36	
Total miles of bituminous concrete surfacing, Class I, on rigid pavement					532.94	840.93

[1] Nonstandard surfacing which is the first stage of two-stage construction.

[2] Contract includes widening of existing portland cement pavement with portland cement concrete base course.

[3] Contract includes widening of existing portland cement pavement with flexible base course.

[4] Contract includes widening of existing portland cement pavement with bituminous concrete base course.

[5] Contract includes construction of full-width portland cement concrete base course.

[6] Contract includes construction of full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to resurfacing.

AGGREGATE SURFACE COURSE.

STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1969	Mileage Uncompleted
FAS 234	55-G	Henry	Miller & Dilenbeck, Inc.	B	22	1.98	....
FAS 359, 361	6G-2,9G-1	Woodford	Vernon Henry, Inc.	B	24	2.49	....
FAS 372	43-G	Marshall	Princeville Stone Company	B	20	2.43	....
FAS 421	42-2G	Hancock	Burlington Roadbuilders, Inc.	B	24	2.86	....
FAS 421	42-4G	Hancock	Burlington Roadbuilders, Inc.	B	24	1.03	1.03
FAS 717	49-G	Fayette	County Day Labor	B	20	2.69	0.68
FAS 722	48-G	Fayette	County Day Labor	B	20	2.21	....
FAS 796	38-G	Clay	Gill Construction Company	B	23	....	2.14
FAS 797	55-B,G	Wayne	Superior Structures Company	B	20	0.83	....
FAS 1051	60-G	Stephenson	Thronson Construction Company, Inc.	B	24	2.08	....
FAS 1111	66-1G	DeKalb	Davis Construction Company	B	24	4.13	....
FAS 1353	169-G	Livingston	Trico Paving, Inc.	B	22	3.00	....
FAS 1363	170-G	Livingston	Pontiac Stone Company, Inc.	B	22	4.00	....
FAS 1926	44G-2	Union	Denny & Sons, Inc.	B	22	0.74	....
FAS 1934	26-G	Hardin	Bert Chamness Construction Company	B	18	....	1.80
FAS 2335	221-G	Iroquois	Tobey's Const. & Cartage & Warmbir Const. Co.	A	24	2.90	....
			Total—Type A			2.90	0.00
			Total—Type B			30.47	5.65
			Total miles of aggregate surface course			33.37	5.65

BITUMINOUS SURFACE TREATMENT ON FLEXIBLE BASE.

STATE CONTRACTS.

Route	Section	County	Contractor	Type or Subclass	Width in feet	Mileage Completed 1969	Mileage Uncompleted
FA 155	(403,404)Q-3-DL	Madison	State Day Labor	A-1	2@22	....	4.12
FA 168	(1,2,3)Q	Putnam-Marshall	V. O. Hart & Company	A-1	22	16.62	....
Dist. 1	Bit. Surf. Treatment 1969-2DL	Various	State Day Labor	A-2	20	4.88	....
FAS 180	162-Q	Lee	Ladd Construction Company	A-3	22,41	....	3.08
FAS 256	111-Q	LaSalle	Central Asphalt Company	A-2	20	3.90	....
FAS 264	120-Q	LaSalle	Trompeter Construction Company	A-3 on bit. agg. mix base	24	....	3.63
FAS 323	118-Q	Iroquois	Mason & Meents Construction Company	A-3	20	3.02	....

TABLE 25—Continued

BITUMINOUS SURFACE TREATMENT ON FLEXIBLE BASE—Concluded.

STATE CONTRACTS.

Route	Section	County	Contractor	Type	Width in Feet	Mileage Completed 1969	Mileage Uncompleted
FAS 392, 1384	14-Q	Fulton	Princeville Stone Company	A-3	20	5.58	
FAS 399	105-Q & 87-1Q-MFT	Warren-Knox	Strunk Brothers Company	A-3	20		4.99
FAS 556	14Q-2	Christian	County Day Labor	A-2	22	1.70	
FAS 556	14Q-3	Christian	County Day Labor	A-2	20		1.75
FAS 573	21-Q	Menard	Truman L. Flatt & Sons Company, Inc.	A-3	20		2.92
FAS 583	33-Q	Schuyler	Diamond Construction Company	A-3	22	3.78	
FAS 586	21-Q	Brown	V. H. Callender Construction Company	A-3	20	5.41	
FAS 609	24-Q	Scott	Freesen Brothers, Inc.	A-3	24		2.76
FAS 722	53-Q	Fayette	Mt. Carmel Sand & Gravel Company	A-3 on soil cement	22	2.35	1.01
FAS 798	27-Q	Clay	Mt. Carmel Sand & Gravel Company	A-3	20	3.12	
FAS 801	37-Q	Clay	Mt. Carmel Sand & Gravel Company	A-3	20	2.53	
FAS 836	(10,11)Q-3	Washington	Bituminous Fuel & Oil Company	A-1	20	16.72	
FAS 854	21-V	Monroe	Rex Const. Co. & Bituminous Fuel & Oil	A-3	24	0.63	
FAS 931	33-Q	Massac	Denny & Sons, Inc.	A-3	20,28	1.35	
FAS 1284	105Q-1	LaSalle	Cephas Williams Company	A-2	20	1.31	
FAS 1300	125-Q	Kankakee	Azzarelli Construction Company	A-3	18	3.02	
FAS 1356	102-Q	Livingston	Glenn McCann Company	A-3	20	2.00	
FAS 1600	78-Q	Adams	Hollembeak Construction Company	A-3	22		4.51
FAS 1629	205-Q	Shelby	D. M. Lake & Mt. Carmel Sand & Gravel Co.	A-3	20	2.08	
FAS 1732	32-Q	Macoupin	Thompson Asphalt Company	A-2 on bit. agg. mix base	22	4.50	
FAS 1732	32Q-1	Macoupin	Caldwell Engineering Company	A-2 on bit. agg. mix base	20		3.06
FAS 2056	168-Q	Livingston	Trico Paving, Inc.	A-3	20	4.27	
FAS 2188	22-Q	Carroll	Rein, Schultz & Dahl, Inc.	A-3	22		3.20
			Total - A-1 surface treatment			33.34	4.12
			Total - A-2 surface treatment			11.79	1.75
			Total - A-2 surface treatment, bituminous aggregate mix base			4.50	3.06
			Total - A-3 surface treatment			36.79	21.46
			Total - A-3 surface treatment, bituminous aggregate mix base			0.00	3.63
			Total - A-3 surface treatment, soil cement base			2.35	1.01
			Total miles of bituminous surface treatment on flexible base			88.77	35.03

INTERMITTENT BITUMINOUS RESURFACING—CLASS I (MODIFIED).

STATE CONTRACTS.

Route or District	Section	County	Contractor	Square Yards Completed 1969	Square Yards Uncom-pleted
SBI 2,70,89	73RS-2,112-S-RS-1, 115RS-2,118RS-1	Bureau-LaSalle	Strunk Brothers Company	50,866	
SBI 15	(8,9,10)RS-1 (11,12,13)I-RS	Washington-Jefferson	Arrow Road Construction Company	34,763	
SBI 25	(34,35)RS	Iroquois	Mason & Meents Construction Company	30,732	
SBI 47	(109,110)RS	Grundy-Kendall	Charles O'Brien & Son Construction Company, Inc.	29,943	
SBI 70	(109,110,111,112)RS-2	Lee-LaSalle	Central Asphalt Company	277,588	
SBI 80,82,88	(101,102,110,140, 141,135 Ext.)RS	Whiteside-Bureau-Rock Island	McNeil Asphalt Company	84,331	
SBI 89C	105RS-1	Putnam	Central Asphalt Company	17,054	
SBI 103,104	101RS-1,102-RS, (121,122)RS	Schuyler-Brown	P. H. Broughton & Sons, Inc.	23,900	
SBI 110	(115,116,118,119)I-RS	Macoupin	Litchfield Bituminous Corporation	15,784	
SBI 115	(101,102)RS	Kankakee	Azzarelli Construction Company	27,984	
SBI 123,125	102-RS,(105,106)RS-1	Sangamon	Sangamo Construction Company	10,930	
SBI 146,150, 170	(110,111,111X,112, 119,126)RS	Johnson-Pope-Randolph	Johnson County Asphalt, Inc.	39,332	
FAI 74,80	(37-1,2-1)RS, (37-1,3,5)RS, (06-2,3)RS,(06-4)RS	Henry-Bureau	McCarthy Improvement Company		111,735
1	Bit. Resurf. 1969-1	Lake	Liberty Asphalt Products, Inc.	20,465	
1	Bit. Resurf. 1969-2	DuPage	R. W. Dunteman Company	31,599	
1	Bit. Resurf. 1969-3	Kane	Giertz-Melahn Asphalt Company, Inc.	20,001	
1	Bit. Resurf. 1969-4	DeKalb	Stahl Construction Company	21,042	
1	Bit. Resurf. 1969-5	Will	Delta Construction Corporation	22,485	
4	Bit. Resurf. 1969-4	Peoria	George E. Hoffman & Sons, Inc.	39,994	
5	Bit. Resurf. 1969-1	DeWitt-Macon	Berco & Associates	7,084	
5	Bit. Resurf. 1969-2	Champaign-DeWitt-Douglas-Piatt-Vermilion	University Asphalt Company, Inc.	69,283	
7	Bit. Resurf. 1969-1	Lawrence-Crawford-Jasper-Richland	Ralph Rogers & Company, Inc.	91,608	
8	Bit. Resurf. 1969-1	Washington-Bond-St. Clair-Macoupin	Arrow Road Construction Company	73,467	
Various	1969-20RS	Cook	Arcole Midwest Corporation	46,893	
Various	1969-23RS	Cook	Cook-DuPage Company & George H. Hartong, Inc.	47,156	
			Total square yards of Intermittent bituminous resurfacing—Class I (modified)	1,134,284	111,735

TABLE 25—Continued.

GRADING.

STATE CONTRACTS.

Route	Section	County	Contractor	Mileage Completed 1969	Mileage Uncom-pleted
FA 9	8R-A	Henderson	R. B. Burch, Inc.	1.37	
FA 13	11-2(A,B,B-1,B-2)	Clay	Standard Paving, Howell Asphalt & D. M. Lake	3.70	3.70
FA 120	10R-A	Peoria	R. W. Dunteman Company	0.25	
FAS 59	59-A	Stephenson	Thronson Construction Company, Inc.	1.36	
FAI 57	02-1-2A	Alexander	Eugene Luhr & Company	0.11	0.31
FAI 57	10(37A,37B,38A),27-38A	Champaign-Ford	Freesen Brothers, Inc.	9.05	0.97
FAI 57	21-28A & 21,10-29A	Douglas-Champaign	Engelhardt, Inc.	4.50	2.89
FAI 57	25-6-1A,13-1A	Effingham-Clay	J. D. Barter Construction Company, Inc.	5.68	2.00
FAI 57	26(1A,1B-1,2A,2B-1)	Fayette	Orr Construction Company	5.08	3.39
FAI 57	38(6A,6B,6B-1,7A,7B,7B-1)	Iroquois	Krug Excavating Company	6.91	1.96
FAI 57	38(8A,8-IA,8B,9A), 27(1A,1VB)	Iroquois-Ford	Palumbo Excavating Company	8.34	1.87
FAI 57	61-3	Marion	Contracting & Material Company	2.55	
FAI 57	61(3-1,4,5)A,61-5 (HB-1,B-1,B-2)	Marion	S. J. Groves & Sons Company	8.65	
FAI 57	61(5A-1,6A,5B-3,5ACB&6B)	Marion	Hoeffken Brothers, Inc.	3.22	2.64
FAI 64	41-8(A,B-1,BVB,HB-2)	Jefferson	S. J. Groves & Sons & Tri-State Engineering		2.21
FAI 64	82-4A,4B,4HB	St. Clair	Brown & Lambrecht Earthmovers, Inc.		2.71
FAI 70	12(50,51,52)A,12(50B-1,52B, 52B-1,52B-2,52B-3)	Clark	The Standard Paving Company	8.18	6.71
FAI 70	18(45A,46A,46B-1,47A-1)	Cumberland	S. J. Groves & Sons Company	2.85	11.42
FAI 70	(18-48;18,12-49)A,12-49B	Cumberland-Clark	J. D. Barter Construction Company, Inc.	4.33	6.51
FAI 74	57-21A,57-21B,57-22A,57-22B,57-22B-1	McLean	Rowe Construction Company	5.50	2.50
FAI 280	81-1-2A	Rock Island	S. J. Groves & Sons Company	0.51	
			Total miles of earth grading	82.14	51.79

BRIDGES.

STATE CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1969	Number Uncompleted
SBI 1	16BR-1	Lawrence	Shaw Contractors & Builders	Bridge repair		1
SBI 3	25BC-I-DL	Mercer	State Day Labor	Bridge repair		1
SBI 3	73B&C-I-DL	Randolph	State Day Labor	Bridge repair	1	
SBI 5	22-BR	Stephenson	Belvidere Construction Company	Precast prestressed concrete beam superstructure		1
SBI 5	23-BR	JoDaviess	Belvidere Construction Company	Precast prestressed concrete beam superstructure		1
SBI 5	23-BY	Stephenson	Belvidere Construction Company	Widen precast prestressed concrete slab		1
SBI 5	28-B&C-I-DL	JoDaviess	State Day Labor	Bridge repair	1	
SBI 5	28-BR	JoDaviess	Shappert Engineering Company	Precast prestressed concrete deck superstructure		1
SBI 7	3B-I-DL	Henry	State Day Labor	Bridge repair		2
SBI 7	33BR-1	LaSalle	Trompeter Construction Company	Bridge repair	1	
SBI 10	36C-I-1-DL	Vermilion	State Day Labor	Bridge repair	1	
SBI 12	1(B,C)-I-4-DL	Lawrence	State Day Labor	Bridge repair		1
SBI 12	22B-I	Clinton	State Day Labor	Bridge repair		1
SBI 13	10-C-DL	Gallatin	State Day Labor	Bridge repair	1	
SBI 13	12C&E-D	Jackson	Edgar Stephens & Sons, Inc.	Bridge repair		1
SBI 13	15BC-D	Perry	Edgar Stephens & Sons, Inc.	Bridge repair	1	
SBI 21	1YB-I	Lake	Eric Bolander Construction Company	Bridge repair	1	
SBI 22	15B-I-1	Will	Ugland Construction Company	Bridge repair	1	
SBI 23	24B-R	McHenry	Belvidere Construction Company	Precast prestressed concrete deck superstructure	1	
SBI 36	10BR,10B-1,10B-2	Adams	Caldwell Engineering Company	I beam superstructure, WF beam	1	1
SBI 36	10B&C-I-DL	Scott	State Day Labor	Bridge repair		1
SBI 39	2-C-DL	McLean	State Day Labor	Bridge repair	1	
SBI 42	42-DL	Cook	State Day Labor	Bridge repair		1
SBI 47	104RS-1,104BR-1,2,3	McHenry	H. J. Curran Contracting Company	Bridge repair	3	
SBI 48	135-B&C-I,DL	Christian	State Day Labor	Bridge repair		1
SBI 54	545-B-5-DR	Cook	Michael J. McDermott & Company	Bridge repair	1	
SBI 54	1969-1DR	Cook-DuPage	Greco, Rosemont Paving & Consolidated Const.	Bridge repair	2	
SBI 62	115B-I-1-DL	McHenry	State Day Labor	Bridge repair		1
SBI 64	131-BY	DuPage	Brighton Building & Maintenance Company	Widen concrete deck girder		1
SBI 65	650B-I-DL	Kendall	State Day Labor	Bridge repair		1
SBI 76	101-BY	Boone	Belvidere Construction Company	Widen precast prestressed concrete		1
SBI 78	108-B-I-DL	Carroll	State Day Labor	Bridge repair		1
SBI 78	129-C-I	Peoria	Glaze Construction Company	Bridge repair	1	
SBI 80	106C-I-DL	Carroll	State Day Labor	Bridge repair		1
SBI 90	105(B,C)-I-DL	Marshall	State Day Labor	Bridge repair		1
SBI 94	104B-I-DL	Warren	State Day Labor	Bridge repair	1	
SBI 100	109B&C-I-DL	Fulton	State Day Labor	Bridge repair		1
SBI 113	110-NBR	Kankakee	Glaze Construction Company	Bridge repair		1
SBI 115	106-C-DL	Ford	State Day Labor	Bridge repair	1	
SBI 120	103-B-I	Logan	State Day Labor	Bridge repair	1	

TABLE 25—Continued.

BRIDGES—Continued.

STATE CONTRACTS—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1969	Number Uncom- pleted
SBI 121	103-B-I-1	Peoria-Tazewell	Brighton Building & Maintenance Company	Bridge repair		1
SBI 121	105-I	Tazewell	D. J. Mahoney Company	Precast prestressed concrete beam superstructure		1
SBI 132	(102,103)R,102-BY	Moultrie	A. J. Walker, Howell Asphalt & Huckaba & Sons	Widen concrete girder	1	
SBI 143	105BC-D	Saline	Superior Structures Company	Bridge repair	2	
SBI 143	105B-D-I-DL	Saline	State Day Labor	Bridge repair	Cancelled	
SBI 146	112BC-D-I	Pope	State Day Labor	Bridge repair	1	
SBI 150	119BC-D	Randolph	State Day Labor	Bridge repair	1	
SBI 160	138-B-DL	Bond	State Day Labor	Bridge repair		1
SBI 168	115B-I	Fulton	Truman L. Flatt & Sons Company, Inc.	Bridge repair	1	
SBI 170	125-1,125B-1	Randolph	Eugene Luhr & Company	Plate girder		1
SBI 173	134B-I-DL	Lake	State Day Labor	Bridge repair		1
SBI 178	108-BR	LaSalle	J. P. Wetherby Construction Corporation	Bridge repair	1	
FA 2	55-BR	McLean	Culberson Construction Company, Inc.	WF beam		1
FA 4	(55,56)R,56-B	Greene	Calhoun County Contracting Corporation	Continuous WF beam	1	
FA 5	6B-1	Grundy	Joliet Bridge & Construction Company	WF beam		1
FA 5	460-DL	Madison	State Day Labor	Bridge repair	1	
FA 8	G-BR	Grundy	James E. McElvain Company, Inc.	Precast prestressed concrete	1	
FA 9	(9,18)R,18R-B	Iroquois	D. E. Lynch, Clark Bros. & Azzarelli Const.	Dual RC slabs	2	
FA 11	38(W,RS),38-BR	Vermilion	McCalman Construction Company	Precast prestressed concrete I beam		1
FA 11	10-71(HB,B,HB-1, HB-2)	Champaign	Champaign Asphalt, Shoemaker Bridge & Whetzel Const. Co.	Parallel continuous RC slabs	2	
FA 11	74-70HB,10-70(B, HB-1,HB-2)	Piatt-Champaign	Champaign Asphalt, Shoemaker Bridge & Whetzel Const. Co.	Parallel continuous RC slabs	2	
FA 12	35-1B-I	Bond	State Day Labor	Bridge repair	1	
FA 13	11-2(A,B,B-1,B-2)	Clay	Standard Paving, Howell Asphalt & D. M. Lake	WF beam		1
FA 16	8(W,RS,BR), 9(W,RS),9-2	Wabash	Wabash Asphalt & Mt. Carmel Sand Gravel	RC slab	1	
FA 26	16-2,19X-2, 19(BY,BY-1)	Coles	A. J. Walker, Huckaba & Sons & Howell Asphalt	Widen RC slab		1
FA 38	B-I-1	Greene-Calhoun	Chism, Inc.	Bridge repair	1	
FA 58	582-R.1	Cook	Greco, Rosemont Paving & Consolidated Const.	Precast prestressed concrete		1
FA 62	535-B-6-R	Will	Arcole Midwest Corporation	Widen RC concrete girder		1
FA 65	112BR,112BR-1	Iroquois	Burnell G. Watson	Precast prestressed concrete decks	2	
FA 73	108-B-1	Tazewell	R. A. Cullinan & Son, Inc.	WF beam & welded plate girder		1
FA 73	108-B-2	Tazewell	R. A. Cullinan & Son, Inc.	Parallel precast prestressed concrete I beams		2

FA 122	0910 Pt. 2, 0910-B,0910-VB	Will	W. J. Sheppard & Company	WF beam	1	
FA 129	13-B-D-DL	Jackson	State Day Labor	Bridge repair		2
FA 137	22B-I-DL	Knox	State Day Labor	Bridge repair	1	
FA 154	13XB-1-DL	Bureau	State Day Labor	Bridge repair		1
FA 163	12B&C-I-DL	Pope	State Day Labor	Bridge repair		1
FA 173, FAI 94	1969-24Q&RS	Cook	Brighton Building & Maintenance Company	Bridge repair	3	
FA 188	2-BY,1-BRY,1-HBY	Winnebago	Shappert Engineering Company	Widen WF beam & RC slab	1	
FA 192	11B-I-DL	Kendall	State Day Labor	Bridge repair	1	
FAI 57	21-28(VB,B,HB,HB-1), 21-29(HB,B)	Douglas	Huckaba & Sons, A. J. Walker & Howell Asphalt	Dual precast prestressed I beams & precast concrete deck	3	
FAI 57	26(1A,1B-1,2A,2B-1)	Fayette	Orr Construction Company	Dual WF beams		2
FAI 57	38(6A,6B,6B-1,7A, 7B,7B-1)	Iroquois	Krug Excavating Company	Dual RC deck girders	8	
FAI 57	38(8A,8-IA,8B,9A), 27(1A,1VB)	Iroquois-Ford	Palumbo Excavating Company	Dual RC deck girders	2	
FAI 57	61(5A-1,6A,5B-3, 5ACB,6B)	Marion	Hoeffken Brothers, Inc.	Precast concrete slab	1	
FAI 57	61(5HB-2,6VB-1, 6HB-1,6B-1,6HB-2)	Marion	S. J. Groves & Sons Company	Dual WF beams		2
FAI 64	14-1B	Clinton	H. H. Hall Construction Company	Parallel continuous steel WF beams		2
FAI 64	41-8(A,B-1,BVB, HB-2)	Jefferson	S. J. Groves & Sons & Tri-State Engineering	Parallel WF beams		2
FAI 64	82-4A,4B,4HB	St. Clair	Brown & Lambrecht Earthmovers, Inc.	Parallel WF beams	1	1
FAI 64	95-1B	Washington	Hoeffken Brothers, Inc.	Parallel precast prestressed concrete I beams		2
FAI 64	95-1B-2	Washington	Hoeffken Brothers, Inc.	Dual continuous WF beams		2
FAI 64	95-3B	Washington	Hoeffken Brothers, Inc.	Dual continuous WF beams		2
FAI 64	95-3B-1	Washington	Hoeffken Brothers, Inc.	Parallel continuous concrete slabs		2
FAI 64	95-3B-2	Washington	Hoeffken Brothers, Inc.	Dual WF beams		2
FAI 70	18-48(HB,HB-1,B, HB-2)	Cumberland	Culberson Construction Company, Inc.	Dual continuous steel I beams	2	
FAI 74	20-1B	DeWitt	O'Neil Brothers Construction Company	Parallel precast prestressed concrete I beams		2
FAI 74	20-1HB-2,20-1B-1, 20-1B-2	DeWitt	Shappert Engineering Company	Precast prestressed concrete beams		3
FAI 74	57-21A,57-21B, 57-22A,57-22B, 57-22B-1	McLean	Rowe Construction Company	Parallel prestressed concrete I beams & WF steel stringers	4	2
FAI 74	57-24,57-24B	McLean	McDougal-Hartmann Company	Parallel precast prestressed concrete I beams		2
FAI 74	74-2B	Piatt	O'Neil Brothers Construction Company	Parallel WF beams		2
FAI 80	37-4B-1-I, 37-4HB-2-I,DL	Henry	State Day Labor	Bridge repair		1
FAI 90	22-1-1,22-1B-1, 22-1HB-7,22-3F	DuPage	Palumbo Excavating Company	Precast prestressed concrete deck		1

TABLE 25—Continued.

BRIDGES—Concluded.

STATE CONTRACTS—Concluded.

Route	Section	County	Contractor	Type of Construction	Number Completed 1969	Number Uncom-pleted
FAI 90	22-2HB&4YBR	DuPage	Superior Concrete Construction Company	RC slab buried		1
FAI 94	X310-1968-47RS	Cook	Brighton Building & Western Asphalt Paving	Bridge repair	3	
FAI 94	X310-1969-10-1,BR	Cook	W. J. Sheppard & Company	Widen continuous RC slab	1	
FAI 180	(06-3,78-1)D&P	Bureau-Putnam	Paschen Contractor, Inc.	Bridge deck & painting	1	
FAI 180	78(1,1HB,1HB-1, 1-BR)	Putnam	S. J. Groves & Sons Company	Widen I beam	1	
FAS 13	68-B	McHenry	Shappert Engineering Company	Precast prestressed concrete deck		1
FAS 234	55-G	Henry	Miller & Dilenbeck, Inc.	Precast prestressed concrete deck	1	
FAS 264	120-B	LaSalle	J. P. Wetherby Construction Corporation	Precast prestressed concrete deck	1	
FAS 304	34-B	Will	Contracting & Material Company	RC slab		1
FAS 397	81-3Q	Knox	Swords & Dietz	Precast prestressed concrete deck		1
FAS 527	50-BR	Champaign	A. J. Walker Construction Company	Precast prestressed concrete box girder	1	
FAS 540	12B-1	Macon	C. E. Burgett Construction Company	Continuous welded plate girder		1
FAS 543	25-B	DeWitt	J. J. Borders Construction Company, Inc.	Precast prestressed concrete deck		1
FAS 573	21-Q	Menard	Truman L. Flatt & Sons Company, Inc.	Precast prestressed concrete deck	1	
FAS 601	38Q-2	Pike	V. H. Callender Construction Company	Precast prestressed concrete deck	1	
FAS 636	108B-34B,34B-1	Sangamon-Christian	C. E. Burgett Construction Company	RC slabs	2	
FAS 669	41	Douglas	Huckaba & Sons Construction Company	Widen RC girder	1	
FAS 694	46-B	Crawford	Howell Asphalt Company	Steel plate girder		1
FAS 721	45-Q	Montgomery	Denny & Simpson Stone Company, Inc.	Precast prestressed concrete deck		1
FAS 797	55-B,G	Wayne	Superior Structures Company	WF beam	1	
FAS 801	75-B,Q	Lawrence	C. J. Moritz, Inc.	Continuous steel beam	1	
FAS 861	49-Q	Randolph	Johnson County Asphalt & Pautler Brothers	Precast prestressed concrete deck		1
FAS 1051	60-B	Stephenson	Belvidere Construction Company	Continuous steel beam	1	
FAS 1214	23-B	Mercer	Sweborg Construction Company	Precast prestressed concrete deck		1
FAS 1442	19-5Q	McDonough	Princeville Stone Company	Precast prestressed concrete deck	1	
FAS 1600	78-Q	Adams	Hollembeak Construction Company	Precast prestressed concrete decks		2
FAS 1629	205-Q	Shelby	D. M. Lake & Mt. Carmel Sand & Gravel Co.	Precast prestressed concrete deck	1	
FAS 1741	35-B	Macoupin	J. J. Borders Construction Company, Inc.	Continuous RC slab	1	
FAS 1918	21Q-1	Jackson	Denny & Sons & Dale Denny Const. Co.	RC slab	1	
FAS 1926	44G-2	Union	Denny & Sons, Inc.	Precast concrete slab	1	
FAS 1934	26-G	Hardin	Bert Chamness Construction Company	Precast concrete deck		1
CH 7	D-B-1	Grundy	James E. McElvain Company, Inc.	Precast prestressed concrete slab		1
CH 11	32-BR	Kane	Glaze Construction Company	Precast prestressed concrete		

CH 36	43-15D-BR	Cook	Superior Concrete Construction Company	WF beam		1
CHS 013	3025-15D-R	Cook	Rock Road Construction Co.	Widen RC slab		1
CHS 016	1317-BR	Cook	Glaze Construction Company	Bridge repair		1
CHS 042	1969-8BR	Cook	Albin Carlson & Company	Bridge repair	1	
CHS 19	L-D-MFT-DL	Vermilion	State Day Labor	Bridge repair	1	
CHS 123	55-R-SDC-DR	Cook	Michael J. McDermott & Company	Bridge repair	1	
SA 3	17MFT-I-DL	Vermilion	State Day Labor	Bridge repair		1
SA 18	142-SDC-DL-1	Cook	State Day Labor	Bridge repair		1
SA 18	142-SDC-DL-2	Cook	State Day Labor	Bridge repair		1
SA 64	3104-DL	Cook	State Day Labor	Bridge repair		1
Various	1969-6BR	Cook	Albin Carlson & Company	Bridge repair	2	
			Total—Bridges, new		52	60
			Total—Bridges, widened		5	6
			Total—Bridges, repaired		41	30

GRADE SEPARATIONS.

STATE CONTRACTS.

Route	Section	County	Contractor	Type of Construction	Number Completed 1969	Number Uncom-pleted
SBI 1	K-V-I-5	Cook	State Day Labor	RR separation repair	1	
SBI 3	61-VB-I	Madison	State Day Labor	RR separation repair	1	
SBI 8	10R-VB-Y	Peoria	D. J. Mahoney Company	Widen RR steel truss & I beam	1	
SBI 46	462-VC-DL	Cook	State Day Labor	RR separation repair		1
SBI 46	464-VB-Q&RS	Cook	Brighton Building & Maintenance Company	RR separation repair	1	
SBI 49	142V-I	Will	State Day Labor	RR separation repair		1
SBI 49	143-VB-R	Will	E. H. Swenson & Son, Inc.	RR separation repair		1
SBI 54	1969-1DR	DuPage-Cook	Greco, Rosemont Paving & Consolidated Const.	RR separation repair	2	
SBI 71	116VB-I-1	DeKalb	Ladd Construction Company	RR separation repair	1	
SBI 88	122VB-I-DL	Bureau	State Day Labor	RR separation repair	1	
SBI 146	104VB-I-DL	Union	State Day Labor	RR separation repair		1
SBI 149	106VB-I-DL	Franklin	State Day Labor	RR separation repair		1
SBI 159	127-VB-I-DL	Madison	State Day Labor	RR separation repair		1
SBI 159	128-VB-I	Madison	Calhoun County Contracting Corporation	RR separation repair		1
SBI 170	126VB-D	Randolph	State Day Labor	RR separation repair	1	
FA 1	161-VB-R	Cook	The Schless Construction Company, Inc.	RR precast prestressed concrete superstructure		1
FA 6	7-YV-I	Cook	Glaze Construction Company	RR steel girder superstructure	1	
FA 9	8R-HB	Henderson	J. L. Simmons Company, Inc.	Hwy. continuous welded plate girder	1	

TABLE 25—Continued.

GRADE SEPARATIONS—Continued.

STATE CONTRACTS—Continued.

Route	Section	County	Contractor	Type of Construction	Number Completed 1969	Number Uncompleted
FA 9	8R-VB	Henderson	J. L. Simmons Company, Inc.	RR continuous steel WF beam		1
FA 11	10-71(HB,B,HB-1, HB-2)	Champaign	Champaign Asphalt, Shoemaker Bridge & Whetzel Const. Co.	Hwy. WF beams	3	
FA 11	74-70HB,10-70(B, HB-1,HB-2)	Piatt-Champaign	Champaign Asphalt, Shoemaker Bridge & Whetzel Const. Co.	Hwy. WF beams & precast prestressed concrete I beam	3	
FA 13	8-2,8-2VB	Clay	The Standard Paving Company	RR WF beam	1	
FA 22	211-KVX-W&BR	Cook	W. J. Sheppard & Company	RR precast prestressed box beam		1
FA 45	464-SB	Cook	Robert R. Anderson Company	RR steel plate girder subway	1	
FA 50, FAS 770	1;1HB,1VB,125-2, 125-1SB	Madison	Calhoun County Contracting Corporation	RR steel through plate girder subway	1	
FA 50	125-1HB	Madison	Calhoun County Contracting Corporation	Hwy. parallel WF beams	2	
FA 61	531-4HBK	Cook	Orr Const. Co. & Kenny Const. Co.	Hwy. WF beam	1	
FA 61	533-VB-1-I-1	DuPage	Robert R. Anderson Company	RR separation repair	1	
FA 62	535-B-6-R	Will	Arcole Midwest Corporation	RR welded plate girder		1
FA 102, FAI 90	22-2,22-2HB(1,2,3,4), 22-2L,540(HBR,R)	DuPage	J. M. Corbett & R. R. Anderson Co.	Hwy. WF beam		1
FA 122	0505.4-I	Cook	State Day Labor	Hwy. separation repair	1	
FA 122	0707.1-HB-I	Cook	State Day Labor	Hwy. separation repair	Cancelled	
FA 122	0910 Pt. 2, 0910-B,0910-VB	Will	W. J. Sheppard & Company	RR WF beam	1	
FA 131	FW-SB	Cook	Robert R. Anderson Company	RR steel plate girder	1	
FA 133	0102-683HBK	Cook	The Standard Paving Company	Hwy. dual plate girders	2	
FA 141	61-K	Kane	E. M. Melahn Construction Company	Widen hwy. WF beam		1
FA 194	3HB-3-DL	Winnebago	State Day Labor	Hwy. separation repair	1	
FA 196	1-HB	Sangamon	Chism & Ogg, Inc.	Hwy. precast prestressed I beam	1	
FA 196	1-SB	Sangamon	Sangamo Construction Company	RR welded plate girder		1
FA 196	1-VB	Sangamon	Sangamo Construction Company	RR parallel WF beams		2
FAI 55	68,84-5-2HB-1	Montgomery-Sangamon	Culberson Construction Company, Inc.	Hwy. continuous steel plate girder		1
FAI 55	84-4(1HB,1HB-1)	Sangamon	Sangamo Construction Company	Hwy. steel I beams	2	
FAI 55	84-4(2HB,3HB)	Sangamon	Sangamo Construction Company	Hwy. steel girders	2	
FAI 55	84-4-3HB-1	Sangamon	Culberson Construction Company, Inc.	Hwy. steel girder		1
FAI 57	0507-1025HBK	Cook	Arcole Midwest Corporation	Hwy. welded girder & RC slab	1	
FAI 57	0909-1015HB	Cook	W. J. Sheppard & Company	Hwy. welded plate girder	1	
FAI 57	10-37(VB,HB,HB-1, HB-2,HB-3),10-38HB, 27-38(HB-1,HB-2)	Champaign-Ford	Joliet Bridge, Brown & Lambrecht & O'Neil Bros.	RR parallel steel I beams, Hwy. steel I beams	2 4	

FAI 57	13,25-6HB-1, 25-6(HVB-1,HB-3, HB-4)	Effingham-Clay	E. J. Moritz & Shaw Contractors & Builders	Hwy. WF beams, RR parallel WF beams	3 2	
FAI 57	21-28(VB,B,HB,HB-1), 21-29(HB,B)	Douglas	Huckaba & Sons, A. J. Walker & Howell Asphalt	RR parallel WF beams, Hwy. WF beams	2 3	
FAI 57	21,10-29VB	Champaign	J. L. Simmons Company, Inc.	RR parallel WF beams	2	
FAI 57	25-6HB-2	Effingham	Mautz & Oren, Inc.	Hwy. parallel WF beams	2	
FAI 57	26(1B-2,1HB-1, 1HB-2,2HB,2HB-1)	Fayette	Pautler Brothers & C. J. Moritz	Hwy. WF beams	4	
FAI 57	38(8A,8-IA,8B,9A), 27(1A,1VB)	Iroquois-Ford	Palumbo Excavating Company	RR dual precast prestressed concrete I beams	2	
FAI 57	38(8HB,8HB-1), 27(1HB,1HB-1, 1HB-2)	Iroquois-Ford	George J. Beemsterboer, Inc.	Hwy. WF beam, welded plate girder	2	
FAI 57, FA 16	41(2-1,2B-3,2HVB, 2VB,3,3HB-1)&13-2	Jefferson	S. J. Groves & Sons Company	RR parallel WF beams, Hwy. steel plate girder	2 1	
FAI 57	41(3A-1,3HB,3A-2, 4A,4HB-2)	Jefferson	Hoeffken Bros. & Eugene Luhr & Co.	Hwy. plate girder	1	
FAI 57	61-3(HB-1,HB-2, VB-2),61-4HB-1	Marion	Chism & Ogg, Inc.	Hwy. parallel WF beams & precast concrete beam, RR parallel WF beams	3 2	
FAI 57	61(3-1,4,5)A,61-5 (HB-1,B-1,B-2)	Marion	S. J. Groves & Sons Company	Hwy. WF beam	1	
FAI 57	61(5HB-2,6VB-1, 6HB-1,6B-1,6HB-2)	Marion	S. J. Groves & Sons Company	Hwy. WF beams, RR dual WF beams	3	2
FAI 64	14-1HB-2	Clinton	Haydon Construction Company	Hwy. continuous steel girder		1
FAI 64	41-8(A,B-1,BVB, HB-2)	Jefferson	S. J. Groves & Sons & Tri-State Engineering	RR parallel steel girder & WF beams, Hwy. plate girder		2 1
FAI 64	82(1HB-2,1HB-3, 1VB,1VB-1)	St. Clair	H. H. Hall & Keeley Brothers Contracting	Hwy. dual WF beams, RR dual WF beams	4 2	2
FAI 64	82-3HB	St. Clair	Nelson Construction Company, Inc.	Hwy. parallel RC slabs	2	
FAI 64	82-3VB	St. Clair	Rex Const. Co. & Bituminous Fuel & Oil	RR parallel WF beams		2
FAI 64	82-4A,4B,4HB	St. Clair	Brown & Lambrecht Earthmovers, Inc.	Hwy. WF beam & RC box culv	2	
FAI 64	95-1HB	Washington	Haydon Construction Company	Hwy. welded plate girder		1
FAI 64	95-2HB	Washington	Hoeffken Brothers, Inc.	Hwy. welded plate girder		1
FAI 64	95-3HB	Washington	Hoeffken Brothers, Inc.	Hwy. continuous welded plate girder		1
FAI 70	12-50HB,12-50HB-1	Clark	The Standard Paving & Howell Asphalt Co.	Hwy. WF beams	2	
FAI 70	12-51HB,12-51HB-1	Clark	O'Neil Brothers Construction Company	Hwy. WF beams	2	
FAI 70	12-52(HB,HB-1,HB-2)	Clark	The Standard Paving & Howell Asphalt Co.	Hwy. WF beams	2	
FAI 70	18-47HB-1	Cumberland	A. J. Walker, Huckaba & Sons & Howell Asphalt	Hwy. WF beam	1	
FAI 70	18-48(HB,HB-1, B,HB-2)	Cumberland	Culberson Construction Company, Inc.	Hwy. continuous steel I beams	3	
FAI 70	18-49HB,12-49 (HB-1,HB-2,HB-3, HB-4)	Cumberland-Clark	Neal Lentz Construction, Inc.	Hwy. WF beams	3	

TABLE 25—Continued.

GRADE SEPARATIONS—Continued.

STATE CONTRACTS—Concluded.

Route	Section	County	Contractor	Type of Construction	Number Completed 1969	Number Uncompleted
FAI 70	82-3HVD-1	St. Clair	Robert R. Anderson Company	Decks		2
FAI 70	82-3HVB-3	St. Clair	H. H. Hall Construction Company	RR elev WF beams & welded plate girders	4	
FAI 74	10-4-1HB-1	Champaign	Cross Construction, Inc.	Hwy. welded plate girder		1
FAI 74	10-4-1HB-2	Champaign	Cross Construction, Inc.	Hwy. steel plate girder		1
FAI 74	14HB-3-I-1-DL	Champaign	State Day Labor	Hwy. separation repair	1	
FAI 74	20-1HB	DeWitt	Neal Lentz Construction, Inc.	Hwy. welded plate girder		1
FAI 74	20-1HB-1	DeWitt	A. J. Walker Construction Company	Hwy. parallel WF beams		2
FAI 74	20-1HB-2,20-1B-1, 20-1B-2	DeWitt	Shappert Engineering Company	Hwy. welded steel plate girder		1
FAI 74	20-1VB-1	DeWitt	O'Neil Brothers Construction Company	RR parallel WF beams		2
FAI 74	57-22(HB,HB-1, HB-2)	McLean	West Construction Company	Hwy. WF beams	3	
FAI 74	57-23(HB,HB-1)	McLean	West Construction Company	Hwy. welded plate girders		2
FAI 74	57-24HB	McLean	Neal Lentz Construction, Inc.	Hwy. welded plate girder		1
FAI 74	72(3HB,3HVB,4HB, 4HB-1,4B)	Peoria	McDougal-Hartmann Company	RR parallel WF beams	2	
FAI 74	74-2HB	Piatt	Champaign Asphalt & Shoemaker Bridge Co.	Hwy. welded steel plate girder		1
FAI 74	74-3HB	Piatt	Champaign Asphalt & Shoemaker Bridge Co.	Hwy. welded plate girder		1
FAI 74	74-3BVB,74-3B-1	Piatt	Shappert Engineering Company	RR parallel WF beams		2
FAI 74	74-3HB-1,74-3B-2	Piatt	Shappert Engineering Company	Hwy. continuous steel girder		1
FAI 74	74,10-4-1HB	Piatt-Champaign	Cross Construction, Inc.	Hwy. steel plate girder		1
FAI 80	37-1HB-2-DL	Henry	State Day Labor	Hwy. separation repair		1
FAI 80	37-4B-1-I, 37-4HB-2-I,DL	Henry	State Day Labor	Hwy. separation repair		1
FAI 80	99-5-1VB-1	Will	Superior Concrete Construction Company	RR WF beam	1	
FAI 90	22-1-1,22-1B-1, 22-1HB-7,22-3F	DuPage	Palumbo Excavating Company	Hwy. parallel welded plate girders		2
FAI 90	22-1HB-6	DuPage	Thomas M. Madden Company	Hwy. welded plate girder		1
FAI 90, FA 102	22-2,22-2HB(1,2,3,4), 22-2L,540(HBR,R)	DuPage	J. M. Corbett & R. R. Anderson Co.	Hwy. parallel WF beams		6
FAI 90	22-2HB,4YBR	DuPage	Superior Concrete Construction Company	Hwy. welded girders		2
FAI 90	100-1HB-Y,100-1HB-2	Cook-DuPage	R. W. Dunteman Company	Hwy. plate girder, Widen hwy. plate girder	1 1	
FAI 90	0101-311HB	Cook	Palumbo Excavating & Thomas M. Madden	Hwy. welded girder	1	
FAI 90	0305-302K,0404-313HB, 0404-316HB	Cook	Arcole Midwest & Rock Road Const. Co.	Hwy. welded plate girders & WF beams		4
FAI 90	0405-314HB	Cook	Superior Concrete Construction Company	Hwy. parallel welded steel plate girder		2
FAI 94	X310-1968-47RS	Cook	Brighton Building & Western Asphalt	Hwy. separation repair, RR separation repair	7 5	
FAI 94	066-1414.4-Z-1	Cook	Orr Construction Company	Hwy. separation repair	1	
FAI 94, FA 173	1969-24Q&RS	Cook	Brighton Building & Maintenance Company	Hwy. separation repair	1	
FAI 180	78(1,1HB,1HB-1,1BR)	Putnam	S. J. Groves & Sons Company	Hwy. plate girders	2	
FAI 270	60-3HB-I-DL	Madison	State Day Labor	Hwy. separation repair	2	
FAS 205	3HB-I-DL	Rock Island	State Day Labor	Hwy. separation repair	1	

FAS 770, FA 50	1; 1HB, 1VB, 125-2, 125-1SB	Madison	Calhoun County Contracting Corporation	Hwy. WF beam,	1	
				RR dual precast prestressed concrete I beams	2	
FAS 854	21-V	Monroe	Bituminous Fuel & Oil & Rex Const. Co.	RR steel girder	1	
CH 9	96-SB	Madison	Nelson Construction Company, Inc.	RR steel plate girder subways		4
CHS 046	046-1111.1-15D-Z-R	Cook	Thomas M. Madden Company	RR RC deck superstructure	1	
CHS 060, 062	1969-7BR	Cook	Orr Construction Company	Hwy. separation repair		2
CHS 180	180-A-0101.1-15D-BR	Cook	Brighton Building & Maintenance Company	RR separation repair	1	
SA 89	1295-DL	Cook	State Day Labor	RR separation repair	1	
SA 91	1324-I	Cook	State Day Labor	Hwy. separation repair	1	
Various	1969-6BR	Cook	Albin Carlson & Company	Hwy. separation repair	2	
Various	1969-9BR	DuPage-Cook	Albin Carlson & Company	Hwy. separation repair		5
			Total State contracts for	Highway grade separations	75	38
				Highway grade separation widening	1	1
				Highway grade separation repairs	18	9
				Railroad grade separations	33	25
				Railroad grade separation widening	1	0
				Railroad grade separation repairs	16	7

COOK COUNTY CONTRACTS

FA 42	207-0708.3A-CF	Cook	Thomas M. Madden Company	RR WF steel beam		1
FA 98 Spur	046-0404.04-MFT	Cook	Thomas McQueen Company	RR viaduct substructure		
FAI 57	068-1011.3-CF	Cook	Superior Concrete Construction Company	Hwy. continuous composite welded plate	1	
FAI 57	068-1112.1-CF	Cook	Thomas M. Madden Company	Hwy. continuous welded plate girder	1	
FAI 57, FA 62	068-1212.1-CF, 068-1212.2-CF	Cook	Thomas McQueen Company	Hwy. continuous welded plate girder	1	
FAI 57	068-1313.1-CF	Cook	Superior Concrete Construction Company	Hwy. composite WF beam	1	
FAI 57	068-1414.2-CF	Cook	Thomas McQueen Company	Hwy. parallel continuous welded plate girders	2	
			Total Cook County Contracts for	Highway grade separations	6	0
				Railroad grade separations	0	1
				Grand total—Highway grade separations	81	38
				Grand total—Highway grade separation widening	1	1
				Grand total—Highway grade separation repairs	18	9
				Grand total—Railroad grade separations	33	26
				Grand total—Railroad grade separation widening	1	0
				Grand total—Railroad grade separation repairs	16	7

TABLE 25—Continued.

BRIDGE PAINTING.

STATE CONTRACTS.

Route or District	Section	County	Contractor	Number Completed 1969	Number Uncom-pleted
Dist. 1	Painting 1969-1	McHenry-Lake-DeKalb-DuPage-Kane-Kendall-Will	Bobbe & Company	12	
Dist. 2	Painting 1969-1	Whiteside-Rock Island-Lee-Henry-Bureau	Midway Industrial Fireproofing & Painting Company, Inc.	15	
Dist. 3	Painting 1969-1	Marshall-LaSalle-Grundy-Will-Kankakee-Iroquois	D. J. Vessens Company, Inc.		8
Dist. 4	Painting 1968-1	Peoria-Tazewell-Henderson-Mercer	G. B. Charnas Company	16	
Dist. 4	Painting 1969-1	Peoria-Bureau-Fulton-Knox-Marshall-Henderson-Mercer	Midway Industrial Fireproofing & Painting Company, Inc.	14	
Dist. 5	Painting 1968-1	Verilion-Champaign-Macon-Coles	Hartness Brothers	1	
Dist. 6	Painting 1969-1	Pike-Adams-Cass-Scott-Logan-Schuyler	Robert W. Britz Painting Company	10	
Dist. 7	Painting 1968-1	Effingham-Clay-Edwards-Fayette-Richland	John Maurer Painting & Decorating	8	
Dist. 7	Painting 1969-1	Effingham-Wayne-Jefferson-Crawford	John Maurer Painting & Decorating		6
Dist. 8	Painting 1969-1	St. Clair	Robert W. Britz Painting Company	2	
Dist. 9	Painting 1968-2	Alexander, Illinois & Mississippi, Missouri	Cosmopolitan Painting & Kalamos Painting	1	
Dist. 9	Painting 1969-1	Randolph-Jackson-Union-Alexander-Johnson	Kalamos Painting, Inc.		13
Dist. 10	Painting 1969-1	Cook	D. J. Vessens Company, Inc.	4	
Dist. 10	Expressway Painting 1969-2	Cook	Bobbe & Company	11	
FAI 180	(06-3 & 78-1) D&P	Bureau-Putnam	Paschen Contractors, Inc.	1	
			Total bridges painted	95	27

MISCELLANEOUS.

STATE CONTRACTS.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncom-pleted
SBI 1	7VB-I-DL	Edwards	State Day Labor	Handrail & sidewalk		100
SBI 1	16B&C-I-DL	Lawrence	State Day Labor	Removal of truss span	100	
SBI 2	1969-B-I	Various	Cephas Williams Company	Bridge deck resurfacing		100
SBI 3	18-B-Z-I-DL	Rock Island	State Day Labor	Metal handrail		100
SBI 3	(18R, 18R-2,18R-3)Q	Rock Island	State Day Labor	Frontage road surfacing	100	
SBI 3	65-SR-1	St. Clair	E. S. L. Construction Company, Inc.	Rehabilitate pumphouse	85	15
SBI 4	23-TS	Logan	Frank Hubbard Electric Company, Inc.	Traffic signals	80	20
SBI 4	63-S-I	Madison	Keeley Brothers Contracting Company	Pumping station rehabilitation		100
SBI 6	P-VB-BR & RS	Cook	Brighton Building & Maintenance Company	Deck patching, sealant, approach resurfacing	100	
SBI 7	R-7Q-3-DL	Bureau	State Day Labor	Seal coat	100	
SBI 7	28-R	Will	Delta Construction Corporation	Intersection reconstruction	90	10
SBI 8	11BC-I	Peoria	State Day Labor	Replace pier noses	100	

SBI 8	36-TS	Tazewell	Philipp J. Hoerr Construction Company	Right turn lane & traffic signals	95	0
SBI 9	178-DL	Ford	State Day Labor	Cribbing & shoring	100	
SBI 9	17C-DL	Ford	State Day Labor	Abutment repair	100	
SBI 9	39-I-DL	Fulton	State Day Labor	Grading for sight distance	100	
SBI 9	(43,44)R,(45R, 45R-1,46R)I-DL	Fulton-Peoria	State Day Labor	Joint cutting	100	
SBI 12	2-I-2-DL,3-I-DL	Lawrence	State Day Labor	Ditch & culvert cleaning	100	
SBI 15	4BY-1-I	Clinton	State Day Labor	Waterproof deck		100
SBI 19	(28,29)I-S	McHenry	Peter Baker & Son Company	Shoulder stabilization	100	
SBI 20	G-T	Lake	Eric Bolander Construction Company	Storm Sewers	100	
SBI 20	15-I-1,16-I	McHenry-Lake	Peter Baker & Son Company	Intersection reconstruction	100	
SBI 22	11-5-DL	Cook	State Day Labor	Approach slab repairs	100	
SBI 22	161-Y-1-DL	Cook	State Day Labor	Wearing surface repair	100	
SBI 23	31X-T	LaSalle	J. P. Wetherby Construction Corporation	Storm sewers	90	10
SBI 25	12-Z(W,RS)	Effingham	Mautz & Oren, Inc.	Street Improvement	100	
SBI 28	1-I	Knox	Gunther Construction Company	Intersection improvement		100
SBI 28	8Q-2-DL	Bureau	State Day Labor	Seal coat	100	
SBI 29	J-1	Bureau	Strunk Brothers Company	Bridge removal & pipe culvert extension	2	98
SBI 33	7B-I-DL	Effingham	State Day Labor	Replace wearing surface	100	
SBI 34	5-B&C-DL	Hardin	State Day Labor	Strengthen floor beams		100
SBI 36	20-B-C-I	Scott-Pike	Chicago Steel Erectors, Inc.	Counterweight cables	100	
SBI 37	1BY-I	Jefferson	State Day Labor	Reconstruct expansion joints	100	
SBI 41	11-I	Fulton	Canton Contractors, Inc.	Excavation for sight distance	6	0
SBI 42A	80-RS-DL	Cook	State Day Labor	Water table & wingwall repair		100
SBI 46	463-Y-I	Cook	Aztec Construction & Engineering Corp.	Concrete culverts	100	
SBI 47	137B&C-DL	Champaign	State Day Labor	Nose repair	100	
SBI 48	125B-I-1	DeWitt-Piatt	State Day Labor	Concrete wearing surface	50	0
SBI 48	127-I	Macon	State Day Labor	Intersection improvement	5	0
SBI 49	122VB-I-DL	Vermilion	State Day Labor	Deck resurfacing	100	
SBI 49	144-S-TR	Cook	George D. Hardin, Inc.	Drainage improvement	100	
SBI 49	146-S-1-R	Cook	Carlson Asphalt Company, Inc.	Underpass reconstruction	100	
SBI 53	537R-DL	Cook	State Day Labor	Metal guard rail		100
SBI 54	54-9L	Cook	L & S Construction Company	Highway lighting	50	0
SBI 54	464-H-R	Cook	The Schless Construction Company, Inc.	Retaining wall reconstruction	100	
SBI 54	544-1-IS	DuPage	Superior Black Top Company	A-3 on existing shoulders		100
SBI 54	545VB-NRH-1	DuPage	State Day Labor	Replace expansion joints	100	
SBI 55, FA 131	1968-49Q,RS	Cook	Glaze Construction Company	Deck patching & sealing	100	
SBI 56	55-TS	DuPage	Meade Electric Company, Inc.	Traffic signals	60	40
SBI 58	583-S-1-BR	Cook	Robert R. Anderson Company	Retaining wall reconstruction	6	0
SBI 60	117B-I	Lake	State Day Labor	Deck patching	100	
SBI 62	116-Y-1-DL	Cook	State Day Labor	Intersection widening	100	
SBI 64	131-I-7	DuPage	Aldridge Electric, Inc.	Traffic signal modification	85	0
SBI 76	(101)I-S	Boone	Rockford Blacktop Construction Company	Shoulder stabilization	100	
SBI 78	138BC-I	Fulton	State Day Labor	Replace expansion joints	100	
SBI 78	138BC-I-1	Fulton	State Day Labor	Replace expansion joints	100	
SBI 78	139BC-I	Fulton	State Day Labor	Replace expansion joints	100	
SBI 80	112Y-1FR	Rock Island	Central Engineering Company	Intermittent Class I on frontage roads	100	

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
SBI 86	105C-DL	Whiteside	State Day Labor	Pier repair	100	
SBI 87,162	115Q-3-DL,102-I-Q-DL	Whiteside-Bureau	State Day Labor	Seal coat	100	
SBI 88	121VB-I	Bureau	State Day Labor	Handrail reconstruction	100	
SBI 88	(130-2)I-1	Peoria	McDougal-Hartmann Company	Intersection improvement		100
SBI 89	115A-I-DL	Bureau	State Day Labor	Junction box & steel culvert	100	
SBI 94A	114B-I	Henderson	State Day Labor	Reconstruct expansion joints	100	
SBI 96	(120B-2)I-DL	Hancock	State Day Labor	Wearing surface & curb	100	
SBI 100	102B-I	Fulton	State Day Labor	Replace expansion joints	15	0
SBI 100	102B-I	Fulton	State Day Labor	Replace handrail		100
SBI 100	116-I	Morgan	State Day Labor	Handrail replacement	100	
SBI 100	116-I-1	Scott	State Day Labor	Handrail replacement	100	
SBI 100	117B-D-DL, 1-B-NRH-D-DL	Scott	State Day Labor	Bridge handrail		100
SBI 104	123B-I-DL	Morgan-Pike	State Day Labor	Pier caps	100	
SBI 104	139-I	Sangamon	State Day Labor	Handrail replacement	100	
SBI 105	103-I-DL	Adams	State Day Labor	PCC patching		100
SBI 105	106-I	Adams	State Day Labor	Retaining wall	100	
SBI 105	109B-I-DL	Pike	State Day Labor	Joint repairs & hubguard replacement		100
SBI 113	109-S-I-DL	Kankakee	State Day Labor	Retaining wall repair	100	
SBI 120	111B-I	DeWitt	State Day Labor	New wearing surface	50	0
SBI 120	102B&C-I	Logan	State Day Labor	Repair expansion joints	50	0
SBI 121	137-I	Macon	Macon County Asphalt Company	Intersection improvement	3	0
SBI 125	RS-TS	Sangamon	Aldridge Electric, Inc.	Traffic signals	100	
SBI 127	101-B-I	Montgomery	State Day Labor	Guard rail	100	
SBI 127	102-B-I	Montgomery	State Day Labor	Guard rail	100	
SBI 129	107B-I-DL	Effingham	State Day Labor	Pier noses	100	
SBI 129	107BC-I	Effingham	State Day Labor	Repair expansion joints	100	
SBI 130	113BY-I-DL	Cumberland	State Day Labor	Expansion joints		100
SBI 131	108B-I	Cumberland	State Day Labor	Concrete wearing surface	100	
SBI 134	101-LS	Edgar	Amalco, Inc.	Lanscaping	59	1
SBI 139	101B-I	White	D. W. Guard & Downen Enterprises	Handrail reconstruction	40	60
SBI 142	113-VBY-I-DL	Jefferson	State Day Labor	Expansion joints & handrail	50	50
SBI 143	105B-D-2-DL	Saline	State Day Labor	Wearing surface	Cancelled	
SBI 146	111B-D-I	Pope	State Day Labor	Wearing surface replacement	100	
SBI 157	119-1LS	St. Clair	Nollau Nurseries, Inc.	Landscaping	100	
SBI 161	125B-I	St. Clair	State Day Labor	Deck patching	100	
SBI 173	130B-I	Boone	State Day Labor	Wearing surface	100	
SBI 173	132B-I-DL	McHenry	State Day Labor	Wearing surface		100
SBI 174	105-I-1	Peoria	McDougal-Hartmann Company	Intersection channelization	100	
SBI 176	146AC-R-DL	McHenry	State Day Labor	Frontage road resurfacing & channelization	100	
FA 1	40-RA	Massac	Johnson County Asphalt, Inc.	Rest area	12	0
FA 1	47-I	Vermilion	Danville Asphalt Company, Inc.	Anti-skid resurfacing	100	
FA 1	161-W-1-L	Cook	Hecker & Company, Inc.	Highway lighting	54	0
FA 2	18R-DM	Alexander	Downen Enterprises	Building removal & clearing	100	
FA 2	20-RA	Fayette	J. J. Borders Construction Company, Inc.	Rest area	5	0
FA 2	61-TS	McLean	Judd Electrical Company	Traffic signals	100	

FA 2, 178	72-L,2-L,2-1-L,65-L	LaSalle-Woodford	Corey Electric, Inc.	Highway lighting system	5	95
FA 4	202-B-I-DL	Madison	State Day Labor	Deck patching		100
FA 5	2-I	McLean	Eaton Asphalt Company, Inc.	Left turn lane & intersection widening	100	
FA 5	13-I	McLean	Rowe Construction Company	Left turn lanes & traffic control system	100	
FA 5	18R-I	McLean	Rowe Construction Company	Right & left turn lanes & traffic signals	75	25
FA 5	(22,23,24)Q-DL	Logan	State Day Labor	Frontage road improvement	100	
FA 6	5Y-N,61-1TL	DuPage	Superior Black Top Company	Stabilized shoulders & traffic signals	50	0
FA 7	(C&J)R-2L	DuPage	J. F. Edwards Construction Company	Highway lighting system		100
FA 7 Spur	1415-DM	Cook	National Wrecking Company	Building removal	60	40
FA 10	FR-TS	McLean	Frank Hubbard Electric Company	Traffic signals		100
FA 10	46R-I-2	Peoria	McDougal-Hartmann Company	Intersection improvement		100
FA 12	BX-1-I-1	Clark	Frank C. Feutz Company	Intersection reconstruction & traffic signals	100	
FA 12	Q-1-VB-I,Q-1HB-I	Bond	State Day Labor	Deck resurfacing	10	0
FA 14, SBI 13	5-3L-2,13-L	Williamson-Jackson	Sullivan Electric Shop	Highway lighting system	55	45
FA 15	10-RA	Hamilton	Denny & Simpson Stone Company, Inc.	Rest area	100	
FA 17	(12,14)I-1,43-I-1	Shelby-Christian	Sangamo Construction Company	Shoulder widening	40	60
FA 18	1-TS	Kankakee	M. E. Electrical Companies, Inc.	Traffic signals		100
FA 20	26-N	McHenry	H. J. Curran Contracting Company	Intersection reconstruction & traffic signals	100	
FA 20	70-A-2KR	Cook	Thomas M. Madden Company	Ramp reconstruction	100	
FA 23 Spur	(28X-3)T	Will	Blaine Saxton	Storm & sanitary sewers	25	75
FA 24	26-VBR-I	DeKalb	State Day Labor	Expansion joint replacement		100
FA 25	11(R-1)I	Tazewell	Jansen & Schaefer, Inc.	Intersection improvement & highway lighting	75	0
FA 26	(28,29,30)I	Champaign	General Paving Company, Inc.	Intersection improvement & delineators	98	2
FA 26	144-X-T, Pt. "A"	Cook	Alpha Construction Company	Storm sewers	100	
FA 26	144-X-T, Pt. "B"	Cook	Alpha Construction Company	Storm sewers	100	
FA 31	(117-2,117-3)LS	Peoria	Midwest Landscape Associates	Landscaping	10	0
FA 34	27VB-I-DL	Will	State Day Labor	Deck patching	100	
FA 49	13-I	Macon	Collins Construction Company	Anti-skid resurfacing	100	
FA 67	134-L	Madison	Rite Electric Company	Highway lighting	100	
FA 68	421-B-I-2-DL	St. Clair	State Day Labor	Deck patching		100
FA 77	(86-1)T	Will	Delta Construction Corporation	Paved ditch	75	0
FA 77	88-B-1-I-DL	Will	State Day Labor	Deck patching		100
FA 77	(112,113)C	DuPage	Union Contracting & Materials Company	Intersection improvement		100
FA 79	(2,1-NRHM)I,DL	Scott	State Day Labor	PCC patching	25	75
FA 97	3-I-RA	Kendall	S. S. Viland Construction Company	Rest area	5	0
FA 99	3068-A-Y-1-I	Cook	Chatham Paving Company	Intersection improvement	87	0
FA 102	543AC-1	DuPage	R. W. Dunteman Company	Steel plate beam barricades		100
FA117,50	(28-1,122-1,122 123-1)DM,(130 131,131X)DM	St. Clair	C. S. Ehinger	Building removal	40	60
FA 119 SBI 122	(116,117,118)I, 124-1	Logan-Mason	J-P Construction Company	PCC patching		100
FA 119	(117,118)I-DL	Logan	State Day Labor	PCC patching	Cancelled	

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
FA 121	3239-B-X-Z-I	Cook	Alcan United Concrete, Inc.	Intersection improvement	1	0
FA 122	42HB-13	Cook	State Day Labor	Repair girder ends	100	
FA 122	066-0202.1-DL	Cook	State Day Labor	Expansion joint cutting		100
FA 122	066B-0202-MFT-Z-R	Cook	Alpha Construction Company	Intersection improvement	3	0
FA 122	1969-3-SGM	Cook	National Advertising Company	Highway sign modernization		100
FA 132	5-B-I-DL	Madison	State Day Labor	Deck patching & sealing		100
FA 132	414-I-DL	Monroe	State Day Labor	Embankment reconstruction	100	
FA 133	X710-1968-1	Cook	Brighton Building & Maintenance Company	Bridge deck patching & resurfacing	100	
FA 136	131-I-6	DuPage	R. W. Dunteman Company	Intersection reconstruction	100	
FA 151	104-DM	Madison	C. S. Ehinger	Building removal		8
FA 155	4B-I-DL	Jersey	State Day Labor	Bridge deck sealant		100
FA 155	406-1DM	Madison	Hayden Lumber & Wrecking Company	Building removal	40	60
FA 164	410-TS	Greene	Caldwell Engineering Company	Flashing beacons		100
FA 169	15-I	Sangamon	Alton & Company, Inc.	Intersection improvement & traffic signals	20	0
FA 172	11(I & TS)	Peoria	McDougal-Hartmann Company	Left turn lanes & traffic signals	100	
FA 178	2-1-TS,I & 2-2-I	LaSalle	Valley Builders, Inc.	Intersection improvement		100
FA 179	1B-I-DL	Winnebago	State Day Labor	Concrete deck patching		100
FA 184	35-RA	Ogle	Rockford Blacktop Construction Company	Rest area	100	
FA 185	113-RA	Jefferson	Amalco, Inc.	Rest area	20	0
FA 187	7-RA	Edwards	Amalco, Inc.	Rest area	10	0
FA 192	11-L	Kendall	Virgil Cook & Son, Inc.	Highway lighting	100	
FA 192	11VB-I-DL	Kane	State Day Labor	Concrete deck patching	100	
FA 194	3HB-2	Winnebago	State Day Labor	Repair facia beam	100	
FA 196	84-3HB-5-DL	Sangamon	State Day Labor	Experimental vapor barrier	100	
FA 196	84-3HB-5-DL	Sangamon	State Day Labor	Class I resurfacing	100	
FAI 55	BST-1969-1, 99-1-IS-1	Will-DuPage	Trygg Paving Company, Inc.	Frontage road resurfacing & shoulder repair	100	
FAI 55	X-1969-15Q	Cook	J. M. Corbett Company	Bridge deck seal coating	100	
FAI 55	X710-1969-3-SGM	Cook-DuPage	Western Guard Rail & Fence Company	Sign modernization		100
FAI 55	22-1AC-1	DuPage	Guard Fence, Inc.	Chain link fence	100	
FAI 55	(22-1,22-2,99-1)J	DuPage-Will	Guard Fence, Inc.	Drainage reconstruction & guard rail		100
FAI 55	32-1(J&AC)	Grundy	Guard Fence, Inc.	Guard rail & fence	30	70
FAI 55, 74	57(4,4-1,5,19)I	McLean	Eaton Asphalt Company, Inc.	Bituminous shoulders	100	
FAI 55	57-4L	McLean	J. F. Edwards Construction Company	Highway lighting system	45	55
FAI 55	57-4LS	McLean	Trotter Tree Service Company, Inc.	Landscaping	10	0
FAI 55	84(2,3)L	Sangamon	Aldridge Electric, Inc.	Highway lighting system	90	10
FAI 55	84(3-1,3-2,2-1, 2-2)AC	Sangamon	Cyclone Fence Dept., U.S. Steel Corp.	Fencing	100	
FAI 55	(84-3-1&2,2-1&2)Y	Sangamon	Sankey Brothers, Inc.	Bituminous concrete shoulders	96	4
FAI 55	87-D-RS	Will	State Day Labor	Patching & resurfacing	30	0
FAI 55	99-2L	Will	Aldridge Electric, Inc.	Highway lighting		100
FAI 57	(X1-6)L	Williamson	Cunningham Electric Company	Highway lighting systems	4	96

FAI 57	(X1-7-1)WS	Williamson	Mitchell Contracting Company	Pavement for weigh stations	32	0
FAI 57	(X1-7-1)WS-1	Williamson	Superior Structures Company	Scale pit & PCC approaches	35	65
FAI 57	X1-7-1WS-2	Williamson	McDowell Wellman Engineering Company	Weigh station scales		100
FAI 57	(10-32,33,34-1)LS	Champaign	Sapp's Nursery, Inc.	Landscaping	38	68
FAI 57	10-33L	Champaign	J. F. Edwards Construction Company	Highway lighting system	99	1
FAI 57	15-22LS	Coles	Federal Landscaping Company	Landscaping		100
FAI 57	(15-23,24;15,21-25, 21-26,27)SG	Coles-Douglas	Fosco Fabricators, Inc.	Traffic signs & delineators		100
FAI 57	(25-6,7,8)I-DL-1	Effingham	State Day Labor	Shoulder surfacing		100
FAI 57	(28-1-1)I-DL	Franklin	State Day Labor	Culvert extension		100
FAI 57	(38-2,3,4,5,6,7, 8,9;27-1;10,27-38; 10-37)SG	Various	Fosco Fabricators, Inc.	Highway signing		100
FAI 57	38(3,4)I	Iroquois	D.E. Lynch & R.J. Shanks Const.Co.	Shoulder drainage system		100
FAI 57	(46-1)SG-1,(99-1, 2)SG,(99-2)I-1-L	Kankakee-Will	National Advertisting Company	Signing		100
FAI 57	46(1,2)LS	Kankakee	Federal Landscaping Company	Landscaping		100
FAI 57	46-3L	Kankakee	J. F. Edwards Construction Company	Highway lighting system	37	63
FAI 57	46-4HBK-LS	Kankakee	Tri-County Tree Service	Landscaping	55	45
FAI 57	(46-4&46-38-1)LS	Kankakee-Iroquois	Tri-County Tree Service	Landscaping	55	45
FAI 57	(61-3,4,5,6;26-1, 2;13-1;25-6)SG	Various	Fosco Fabricators, Inc.	Traffic signs & delineators		100
FAI 57	(87-1,18-1)I-DL-2	Various	State Day Labor	Shoulder surfacing		100
FAI 57	(91-2B-1,91-3B-1)I	Union	Little Egypt Construction Company,Inc.	Channel realignment & new approach slabs		70
FAI 57	(99-2)I-1	Will	John D. Simpson Construction Company, Inc.	Scale pits	95	5
FAI 57	(99-2)I-2	Will	Howe Richardson Scale Company	Weigh station scales		100
FAI 57	0107-1042LS	Cook-Will	Otto Damgaard Sons, Inc.	Landscaping	45	0
FAI 57	0109-1043SG	Will-Cook	National Advertising Company	Traffic signs	100	
FAI 57, 80	0709-1044L, 1318-841L,Pt. 1	Cook	Kil-Bar Electric Company	Highway lighting system	7	0
FAI 57	0709-1045LS	Cook	Lawrence & Ahlman, Inc.	Landscaping	5	0
FAI 57	Interstate Fencing 1968-1	Various	Builders Chicago Corporation	Intermittent fencing	34	66
FAI 64	82(1,2,3)DM-4	St. Clair	Eastridge Excavating Contractors, Inc.	Building removal	13	15
FAI 64	82-3-I	St. Clair	Keeley Brothers Contracting Company	Relocation of cemeteries	20	0
FAI 64	82-6DM	St. Clair	C. S. Ehinger	Building removal	25	0
FAI 70	3-4LS	Bond	Nollau Nurseries, Inc.	Landscaping		100
FAI 70	3-5LS	Bond	Carver & Company	Landscaping	35	65
FAI 70	12(52,53,54)SG	Clark	National Advertising Company	Traffic signs & delineators	99	1
FAI 70	(25-3)I-2-DL	Effingham	State Day Labor	Tower for overhead sign truss	100	
FAI 70	(26-0,26-1)LS	Fayette	Tri-County Tree Service	Landscaping	65	35
FAI 70	26-3AC-DL	Fayette	State Day Labor	Grading on frontage road	90	10
FAI 70	(26-4)WS	Fayette	Berco & Associates	Scale pit, paved approaches, signing, lighting	11	89
FAI 70	(26-4)WS-1	Fayette	McDowell Wellman Engineering Company	Weigh station scales		100
FAI 70	60(13,14)LS	Madison	Nollau Nurseries, Inc.	Landscaping	5	0
FAI 70	(60-15)&(3-1)LS	Madison-Bond	Federal Landscaping	Landscaping	2	0
FAI 70	(82-3,4)DM	St. Clair	Illmo Contractors, Aalcan Demolitian & Robert S. Link Trucking	Building removal	3	0
FAI 70	Roadside Safety 1968-2	Effingham-Fayette	Tri-County Tree Service	Tree transplanting	95	0
FAI 74	(X3-16)I, (X3-17,57-17)I-1	Woodford-McLean	R. A. Cullinan & Son, Inc.	Pipe underdrains	100	
FAI 74	(X3-17,57-17)LS	McLean-Woodford	Henry Nurseries & Stewart Hybrids,Inc.	Landscaping	7	0
FAI 74	10(4,5,5-1)LS	Champaign	Federal Landscaping Company	Landscaping	2	98
FAI 74	(10-5,14)L	Champaign	J. F. Edwards Construction Company	Highway lighting system	35	65
FAI 74	(37-2,3,4)SG	Henry	Fosco Fabricators, Inc.	Traffic signs & delineators		100

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
FAI 74	48(26-1,26,27)I-1, 48(26-1)I	Knox	Midwest Fence Corporation	Guard rail		100
FAI 74	48(28,29,30)SG, 72(30,3,4,5-1)SG	Knox-Peoria	Fosco Fabricators, Inc.	Traffic signs	2	98
FAI 74	57-18HL	McLean	D & H Electric & Heating Company, Inc.	Highway lighting system	25	0
FAI 74	57-18LS	McLean	Henry Nurseries, Inc.	Landscaping	4	0
FAI 74	57-18WS-2	McLean	Mangood Corporation(Streeter-Amet Div.)	Electronic weighing equipment	40	20
FAI 74	72(5,6,7)I	Peoria	Western Guard Rail & Fence Company	Steel plate beam guard rail	19	81
FAI 74	72-7LS	Peoria	D. A. Hoerr & Sons, Inc.	Landscaping	75	9
FAI 74	72(8,9)I	Peoria	Western Guard Rail & Fence Company	Steel plate beam guard rail	47	53
FAI 74, 80	(81-3WS)LS,81-1LS	Rock Island-Henry	Tri-County Tree Service	Landscaping	70	30
FAI 74	(90-14)I-3,(90-15-1)I-4,(90-15)I-3	Tazewell	R. A. Cullinan & Son, Inc.	Shoulder reconstruction & pipe underdrains	100	
FAI 74	(90-16,X3-16)LS	Tazewell-Woodford	Henry Nurseries&Stewart Hybrids,Inc.	Landscaping	6	0
FAI 80	06-1B-I-DL	Bureau	State Day Labor	Replace expansion joint		100
FAI 80	06-4RA(Landscaping)	Bureau	Henry Nurseries, Inc.	Rest area landscaping		100
FAI 80	32(1,2HBK,2,3)I-2, (32,47)4-I-3	Various	James E. McElvain Company, Inc.	Bituminous shoulders	100	
FAI 80	32-3L	Grundy	J. F. Edwards Construction Company	Highway lighting system	95	5
FAI 80	37-1HB-DL	Henry	State Day Labor	Repair facia beam	100	
FAI 80	37-1LS	Henry	Henry Nurseries, Inc.	Landscaping	90	10
FAI 80, 74	37-2-1HL	Henry	Corey Electric, Inc.	Highway lighting	80	20
FAI 80	37(2,3,3-1,4,5,6)I	Henry	McCarthy Improvement Company	Shoulder reconstruction	75	25
FAI 80	50(2,3,4,5,6)AC; 32(1,2HBK,2,3,4)AC, (32,47)4-AC	LaSalle-Grundy-Kendall	Flynn Fence & Supply Company	Fencing	17	0
FAI 80	50-3-I-1, 50(4,5,6)I-2	LaSalle	J.P.Wetherby Construction Corporation	Bituminous shoulders	100	
FAI 80	50-4L	LaSalle	J. F. Edwards Construction Company	Highway lighting system		100
FAI 80	(81,37,06,50)AC	Various	Flynn Fence & Supply Company	Fencing	20	0
FAI 80	(81,37,06,50)J&IR	Rock Island-Henry-Bureau-LaSalle	Shappert Engineering Company	Drainage reconstruction & guard rail	15	0
FAI 80	81-1EC	Rock Island	Federal Landscaping Company	Soil erosion control	4	0
FAI 80	(99-1)J	Will	Brown & Lambrecht Earthmovers, Inc.	Steel plate beam guard rail		100
FAI 80	99-1-L	Will	J. F. Edwards Construction Company	Highway lighting system	50	50
FAI 80	99-5-1K	Cook-Will	Bolander, Swenson, Brown&Lambrecht, Trygg & Delta Const. Co.	CRPC pavement (interchange)	70	30
FAI 80	(99-5,99-5-1)I	Will	Trygg Paving&Crown Rock Asphalt Co.	Pavement for two weigh stations	90	0
FAI 80	(99-5,99-5-1)I-1	Will	Joliet Bridge & Construction Company	Scale pits & approach ramps	95	5
FAI 80	(99-5,99-5-1)I-2	Will	Howe Richardson Scale Company	Weigh station scales		100
FAI 80	(99-5,99-5-1)L&SG-1	Will	Aldridge Electric, Inc.	Weigh station lighting & signing		100

FAI 80	1213-838LS	Will-Cook	Lawrence & Ahlman, Inc.	Landscaping	17	0
FAI 80	1219-843-I	Cook	The Perma-Line Company	Thermoplastic pavement markings	100	
FAI 80	1318-832LS	Cook	Lawrence & Ahlman, Inc.	Landscaping	10	0
FAI 80	1819-835LS	Cook	Lawrence & Ahlman, Inc.	Landscaping	5	0
FAI 80	Motorist Aid Communication System	Various	W. D. Gale, Inc.	Communication system	40	60
FAI 90, 94	X210-1969-6RHLP	Cook	Hecker & Company, Inc.	Highway lighting system modification		100
FAI 90	X410-1969-4LS	Cook	Lawrence & Ahlman, Inc.	Landscaping		100
FAI 90	X410-1969-5LS	Cook	Lawrence & Ahlman, Inc.	Landscaping		100
FAI 90	X410-1969-8LS	Cook	Lawrence & Ahlman, Inc.	Landscaping		100
FAI 90	1111-700HB-DL	Cook	State Day Labor	Partial depth patching	100	
FAI 90	(0303-484.1;2427-120.1)LS	Cook	Trotter Tree Service Company, Inc.	Landscaping	92	3
FAI 90	0305-302T,582-R.1-T	Cook	Kenny Construction Company	Storm sewers (main drain)	95	0
FAI 90	X103-1968-2LR	Cook	L & S Construction Company	Modernization of highway lighting system	100	
FAI 90	X103-1968-2SM	DuPage-Cook	National Advertising Company	Sign modernization	100	
FAI 94, FA 99	X102-1968-5JM&LR	Cook-Lake	G. A. Rafel & Company, Inc.	Guard rail&highway lighting	11	89
FAI 94	X110-1969-2RS	Cook	J. M. Corbett Company	Bridge deck resurfacing	100	
FAI 94	X210-1968-4-I	Cook	Fosco Fabricators, Inc.	Traffic signs	40	60
FAI 94	X310-1968-47-RS-F	Cook	Neenah Foundry Company	Cast iron grates & steel finger plates	100	
FAI 94	X510-1969-7SR-1&SG	Cook	Robert R. Anderson Company	Median crossover & shoulder reconstruction	100	
FAI 94	(49-I)J	Lake	Midwest Fence Corporation	Guard rail&headwall removal	100	
FAI 94, FA 173	0305-489-I,116-490-I	Cook	Kil-Bar Electric Company	Surveillance & ramp metering system	17	83
FAI 94, FA 173	0305-489-EI,116-490-EI	Cook	Contracting & Material Company	Surveillance & ramp metering system		100
FAI 94	0312-718-I,0312-720JR	Cook	Brighton Building&Maintenance Company	Fence & guard rail	3	0
FAI 94	1502-938-I	Cook	A. S. Schulman Electric Company	Electrical underground system		100
FAI 94	1502-938-EI	Cook	Contracting & Material Company	Equipment for surveillance system		100
FAI 94	(2424.3,3-2H,3H)I	Cook	State Day Labor	Additional safety devices	70	0
FAI 94	1968-39-I	Cook	Meade Electric Company, Inc.	Pump metering systems	100	
FAI 94	1968-39-I, Pt. 2	Cook	Northwestern Industrial Piping, Inc.	Pump station equipment	100	
FAI 94	X-1969-14Q	Cook	J. M. Corbett Company	Bridge deck seal coating	100	
FAI 280	(81-2)AC	Rock Island	Flynn Fence & Supply Company	Fencing	55	0
Various	46-TS	Montgomery	County Day Labor	Standard traffic signs	10	0
FAS 137	117-W	Kane	Geneva Construction Company	Shoulder stabilization		100
FAS 386	54-1-I-Q-DL	Peoria	State Day Labor	Seal coat	100	
FAS 389	I-1	Peoria	Peoria Blacktop, Inc.	Intersection reconstruction	100	
CH 8	163-N	DuPage	Superior Black Top Company	Ramp paving	100	
CH 11	Z-1VB-I-DL	Peoria	State Day Labor	Pier noses	100	
CHS 069	069-1213-15D-W&FL	Cook	Carlson Asphalt Company, Inc.	RR crossing improvement	45	55
CHS 6	7B-I-DL	Macoupin	State Day Labor	Deck resurfacing		100
CHS 11	Z-1B-I	Peoria	State Day Labor	Replace expansion joints	100	
CHS 54, 202	1969-16-I	Cook	Robert A. Black & American Asphalt Paving Co.	Intersection improvement	100	
CHS 60	68-I(b)	Cook	State Day Labor	Repair concrete wearing surface	100	
CHS 140, 139	140-0506,139-0909(15D-ZR)	Cook	Rock Road Construction Company	Hot mix seal coat	100	

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
CHS 169, 184A	1969-11BR	Cook	Brighton Building&Maintenance Company	Deck patching		100
SA 27	3077-DL	Cook	State Day Labor	Deck patching	100	
SA 29	3249-DL	Cook	State Day Labor	Miscellaneous wearing surface repair	100	
SA 29	3249-DL-1	Cook	State Day Labor	Deck sealing	100	
SA 39	0306.1-Q-DL	Cook	State Day Labor	Headwall repair	25	75
SA 51	1313VC-DL	Cook	State Day Labor	Patch wearing surface	100	
SA 60	0304-DL	Cook	State Day Labor	Miscellaneous wearing surface repair	100	
SA 91	1324-DL	Cook	State Day Labor	Retaining wall	100	
SA 203	0815.1-DL	Cook	State Day Labor	Wearing surface repair	100	
Various	(R,2C,1X)Q-1-DL	Peoria	State Day Labor	Seal coat	100	
Various	1969-13BR	Cook	Brighton Building&Maintenance Company	Deck patching		100
Various	1969-22BR	Cook	Brighton Building&Maintenance Company	Deck patching		100
Various	1969-25-I	Cook	Meade Electric Company, Inc.	Pumping station modification		100
Various	1969-27-T	Cook	Brighton Building&Maintenance Company	Culvert reconstruction		100
Dist. 1	Curb & Gutter Reconstruction 1969-1	Cook-DuPage	Albin Carlson & Company	Curb & gutter reconstruction	70	30
Dist. 1	Shoulder Stabilization 1968-1	Kane	Steffan Brothers Corporation	Stabilized shoulders	35	0
Dist. 1	Shoulder Stabilization 1969-1	Kane-McHenry	Steffan Brothers Corporation	Stabilized shoulders	100	
Dist. 1	Paved Ditch 1969-1DL	Will	State Day Labor	Paved ditch	100	
Dist. 1	Traffic Signals 1968-4	Lake	Aldridge Electric, Inc.	Traffic signals	100	
Dist. 1	Traffic Signals 1969-1	Lake	Aldridge Electric, Inc.	Traffic signals	100	
Dist. 1	Safety Project 1969-2	Various	Amalgamated Metal Products Corporation	Steel plate beam guard rail	100	
Dist. 1	Protective Guard Rail 1969-1	Lake-McHenry-Will	Amalgamated Metal Products Corporation	Steel plate beam guard rail	100	
Dist. 1	Signal Modification 1968-3	DuPage-McHenry	Aldridge Electric, Inc.	Traffic signal modification		100
Dist. 1	Signal Modification 1969-1	Lake	Aldridge Electric, Inc.	Traffic signal modification		100
Dist. 1	Signal Modification 1969-2	DuPage	Virgil Cook & Son, Inc.	Traffic signal modification		100
Dist. 1	Pavement Patching 1969-1	Will	J-P Construction Company	Bituminous concrete patching	100	
Dist. 1	Pavement Patching 1969-3DL	Lake-McHenry	State Day Labor	Bituminous concrete patching	60	40
Dist. 1	Pavement Patching 1969-4DL	Kane	State Day Labor	Bituminous concrete patching		100
Dist. 1	Road Guard 1969-1-DL	Lake-Will	State Day Labor	Guard rail replacement	100	
Dist. 1	Road Guard 1969-2-DL	DuPage	State Day Labor	Guard rail reconstruction	100	
Dist. 1	Roadside Safety 1968-1	Various	Zimmerman & Kahler, Inc.	Roadside safety improvements	100	
Dist. 1	Mowing Maintenance 1969-1	Lake	Central Landscaping, Inc.	Mowing	100	
Dist. 1	Mowing Maintenance 1969-2	Various	DesPlaines Valley Landscaping Company	Mowing	100	
Dist. 1	Mowing Maintenance 1969-3	Various	DesPlaines Valley Landscaping Company	Mowing	100	
Dist. 1	Mowing Maintenance 1969-4	Various	DesPlaines Valley Landscaping Company	Mowing	100	
Dist. 1	Mowing Maintenance 1969-5	Will	DesPlaines Valley Landscaping Company	Mowing	100	
Dist. 1 thru 9	Two-Way Radio System Maintenance 1967-1	Various	Motorola Communications & Electronics, Inc.	Radio system maintenance	100	
Dist. 1 thru 9	Two-Way Radio System Maintenance 1969-1	Various	Motorola Communications & Electronics, Inc.	Radio system maintenance		100

Dist. 1	Maintenance & Storage Bldg. 1967-1: Building	Will	Little Egypt Construction Company, Inc.	Prefab maintenance & storage building	100	
Dist. 1	Maintenance & Storage Bldg. 1967-1: Foundation & Floor	Will	Russell W. Fox, General Contractor	PCC foundation & floor	100	
Dist. 1	Maintenance & Storage Bldg. 1967-1: Electrical	Will	Aldridge Electric, Inc.	Electrical system	100	
Dist. 1	Maintenance & Storage Bldg. 1967-1: Heating	Will	Naal Plumbing & Heating Company	Heating system	100	
Dist. 1	Maintenance & Storage Bldg. 1967-1: Plumbing	Will	Naal Plumbing & Heating Company	Plumbing system	100	
Dist. 1	Tree Removal 1969-1	McHenry	Central Landscaping, Inc.	Tree removal	100	
Dist. 1	Tree Removal 1969-2	Kane-Lake-DuPage	Berwyn-Stickney Tree Service & Landscaping	Tree removal	100	
Dist. 1 & 10	Electrical & Miscellaneous Maintenance 1969-70	Various	Meade Electric Company, Inc.	Maintenance of electrical & miscellaneous systems	50	50
Dist. 1, 3, 4, 5, 6, 8	Thermoplastic Pavement Marking 1969-1	Various	The Perma-Line Company	Pavement markings	100	
Dist. 2	Gutter & Outlet Replacement 1968-1	Henry-Rock Island	State Day Labor	Type "A" gutter & outlets	100	
Dist. 2	Headwall Removal 1968-1	Various	State Day Labor	Cement headwall removal	75	25
Dist. 2	Primary Headwall Removal 1969-1	Various	Glaze Construction Company	Concrete headwall removal		100
Dist. 2	Weed Control Spraying 1969-1	Various	Dalton-Miller Corporation	Roadside spraying	100	
Dist. 2	PCC Pavement Patching 1969-1DL	Carroll-Stephenson	State Day Labor	PCC patching	100	
Dist. 2	Bridge Wearing Surface Replacement 1969-1	Various	Belvidere Construction Company	Repair to wearing surface	100	
Dist. 2	Tree Removal 1969-1	Various	Berwyn-Stickney Tree Service & Landscaping	Tree removal	20	80
Dist. 2	Safety Guard Rail 1969-1	Various	S. K. Olivar Company, Inc.	Steel plate beam guard rail	20	80
Dist. 2	Maintenance & Storage Bldgs 1967-1: Buildings	Henry	Russell W. Fox, General Contractor	Two prefab maintenance & storage buildings	100	
Dist. 2	Maintenance & Storage Bldgs 1967-1: Plumbing	Henry	Dooley Brothers	Plumbing systems	40	0
Dist. 2	Maintenance & Storage Bldgs 1967-1: Electrical	Henry	Art-O-Lite Electric	Electrical systems	90	0
Dist. 2	Maintenance & Storage Bldgs 1969-1: Buildings	Lee	Ladd Construction Company	Two prefab buildings	20	80
Dist. 2	Maintenance & Storage Bldgs 1969-1: Heating	Lee	Klein & Heckman, Inc.	Heating systems		100
Dist. 2	Maintenance & Storage Bldgs 1969-1: Electrical	Lee	Baer Electric Company, Inc.	Electrical systems		100
Dist. 3	Maintenance & Storage Bldgs 1967-1: Buildings	Iroquois	V & C Construction Company	Two prefab maintenance & storage buildings	100	
Dist. 3	Maintenance & Storage Bldgs 1967-1: Foundations & Floors	Iroquois	Russell W. Fox, General Contractor	PCC foundations & floors	25	0
Dist. 3	Maintenance & Storage Bldgs 1967-1: Plumbing	Iroquois	Naal Plumbing & Heating Company	Plumbing system	75	0
Dist. 3	Maintenance & Storage Bldgs 1967-1: Electrical	Iroquois	Aldridge Electric, Inc.	Electrical system	100	

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncom-pleted
Dist. 3	Maintenance & Storage Bldgs 1967-1: Heating	Iroquois	Naal Plumbing & Heating Company	Heating system	100	
Dist. 3	Maintenance & Storage Bldgs 1967-1: Ventilation	Iroquois	Meyer Heating & Air Conditioning	Ventilation system	100	
Dist. 3	Maintenance & Storage Bldgs 1969-1: Buildings	McLean	Pelco Structures, Inc.	Prefab buildings		100
Dist. 3	Maintenance & Storage Bldgs 1969-1: Electrical	McLean	Berner Electric Company	Electrical systems		100
Dist. 3	Maintenance & Storage Bldgs 1969-1: Heating	McLean	Albert J. Davinroy Plumbing & Heating Company	Heating systems		100
Dist. 3	Maintenance & Storage Bldgs 1969-1: Plumbing	McLean	Albert J. Davinroy Plumbing & Heating Company	Plumbing systems		100
Dist. 3	Maintenance & Storage Bldgs 1969-1: Ventilating	McLean	Albert J. Davinroy Plumbing & Heating Company	Ventilating systems		100
Dist. 3	Maintenance & Storage Bldgs 1969-2: Buildings	Kankakee	Azzarelli Construction Company	Prefab buildings		100
Dist. 3	Maintenance & Storage Bldgs 1969-2: Plumbing	Kankakee	Illini Heat & Power	Plumbing systems		100
Dist. 3	Maintenance & Storage Bldgs 1969-2: Ventilating	Kankakee	Henry Reuter & Sons, Inc.	Ventilating systems		100
Dist. 3	Maintenance & Storage Bldgs 1969-2: Electrical	Kankakee	Aldridge Electric, Inc.	Electrical systems		100
Dist. 3	Bridge Wearing Surface & Handrail Reconstruction 1968-1	McLean-Ford	West Construction Company	Wearing surface & handrail	35	65
Dist. 3	Bridge Wearing Surface & Handrail Reconstruction 1969-1	Various	H. H. Mass Construction Company	Wearing surface & handrail	10	90
Dist. 3	Guard Fence Replacement 1969-1-DL	Iroquois-LaSalle	State Day Labor	Steel plate beam guard rail	100	
Dist. 3	Joint Cutting 1969-1-DL	Various	State Day Labor	Sawing expansion joints	100	
Dist. 3	Bituminous Seal Coating 1969-1-DL	Livingston-McLean	State Day Labor	Seal coat treatment	100	
Dist. 3	Bituminous Seal Coating 1969-2-DL	Various	State Day Labor	Seal coat treatment	100	
Dist. 3	Headwall Removal 1968-2	Various	Interstate Engineering Service, Inc.	Removal of concrete headwalls	100	
Dist. 3	Headwall Removal 1968-3	LaSalle	Interstate Engineering Service, Inc.	Removal of concrete headwalls	100	
Dist. 3	Paved Ditch Repair 1969-2DL	Kankakee	State Day Labor	Repair to paved ditch	100	
Dist. 3	Pavement Patching 1969-1	McLean	State Day Labor	PCC patching	100	
Dist. 3	Pavement Patching 1969-2	Grundy	State Day Labor	PCC patching	100	
Dist. 3	Pavement Patching 1969-3DL	Marshall	State Day Labor	PCC patching	100	
Dist. 4	Bridge Handrail Reconstruction 1968-2	McLean-Woodford	Glaze Construction Company	Handrail reconstruction	20	0
Dist. 4	Bridge Handrail Reconstruction 1968-3	Knox-Stark-Peoria	Glaze Construction Company	Handrail reconstruction	5	0

Dist. 4	Bridge Handrail Reconstruction 1969-1	Tazewell	D. J. Mahoney Company	Handrail reconstruction	100	
Dist. 4	Bridge Handrail Reconstruction 1969-2	Various	Truman L. Flatt & Sons Company, Inc.	Metal plate bridge rail	100	
Dist. 4	Bridge Handrail Reconstruction 1969-3	Hancock-Henderson	Truman L. Flatt & Sons Company, Inc.	Metal plate bridge rail	100	
Dist. 4	Traffic Signal Modernization 1967-1	Peoria	Aldridge Electric, Inc.	Traffic signals	2	0
Dist. 4	Fertilizer Application 1969-1	Various	Dalton-Miller Corporation	Fertilizing		100
Dist. 4	Flashing Beacons 1968-1	Henderson	J. F. Edwards Construction Company	Flashing beacons	100	
Dist. 4	Flashing Beacons 1968-2	Henry-Knox	J. F. Edwards Construction Company	Flashing beacons	100	
Dist. 4	Flashing Beacons 1968-3	Peoria	Bud Ruff Electrical Company, Inc.	Flashing beacons	65	0
Dist. 4	Guard Rail 1969-1	Fulton-Knox-Warren	Amalgamated Metal Products Corporation	Steel plate beam guard rail	80	20
Dist. 4	Guard Rail 1969-2	Various	Amalgamated Metal Products Corporation	Steel plate beam guard rail	6	94
Dist. 4	Maintenance & Storage Bldgs 1967-1: Buildings	Knox	Russell W. Fox, General Contractor	Two prefabricated buildings	90	0
Dist. 4	Maintenance & Storage Bldgs 1967-1: Electrical	Knox	Art-O-Lite Electric	Electrical systems	90	0
Dist. 4	Maintenance & Storage Bldgs 1967-1: Heating	Knox	Heatmasters	Heating systems	90	0
Dist. 4	Maintenance & Storage Bldgs 1967-1: Plumbing	Knox	J.P. Benbow Plumbing & Heating Company	Plumbing systems	90	0
Dist. 4	Weed Control Spraying 1969-1	Various	Hartness Brothers	Weed Control spraying	100	
Dist. 4	Bridge Wearing Surface Reconstruction 1969-1	Various	Glaze Construction Company	Bridge wearing surface	65	35
Dist. 4	Tree Removal 1969-1	Various	Berwyn-Stickney Tree Service & Landscaping	Tree removal	100	
Dist. 4	Tree Removal 1969-2	Various	Schmidt Construction, Inc.	Tree removal	94	6
Dist. 4	Pavement Patching 1969-1DL	Bureau	State Day Labor	PCC patching	40	60
Dist. 4	Pavement Patching 1969-2DL	Fulton	State Day Labor	PCC patching	100	
Dist. 4	Pavement Patching 1969-3	Henderson	McCarthy Improvement Company	PCC patching	100	
Dist. 4	Pavement Patching 1969-4DL	Warren	State Day Labor	PCC patching	100	
Dist. 5	Maintenance & Storage Bldgs 1968-1: Foundations, Floors, Buildings	Champaign	Little Egypt Construction Company	PCC foundations, floors & prefab buildings	100	
Dist. 5	Maintenance & Storage Bldgs 1968-1: Electrical	Champaign	Aldridge Electric, Inc.	Electrical system	100	
Dist. 5	Maintenance & Storage Bldgs 1968-1: Heating	Champaign	Naal Plumbing & Heating Company	Heating system	100	
Dist. 5	Maintenance & Storage Bldgs 1968-1: Plumbing	Champaign	Albert J. Davinroy Plumbing & Heating Company	Plumbing system	100	
Dist. 5	Maintenance & Storage Bldgs 1968-1: Ventilation	Champaign	Meyer Heating & Air Conditioning	Ventilation system	100	
Dist. 5	Maintenance & Storage Bldgs 1969-1: Buildings	Coles	Skoog Construction Company	Prefab buildings	16	84
Dist. 5	Maintenance & Storage Bldgs 1969-1: Electrical	Coles	Deet Electric Company	Electrical systems		100
Dist. 5	Maintenance & Storage Bldgs 1969-1: Plumbing	Coles	Albert J. Davinroy Plumbing & Heating Company	Plumbing systems	5	95
Dist. 5	Maintenance & Storage Bldgs 1969-1: Ventilating	Coles	Industrial Roofing Company	Ventilation systems		100
Dist. 5	Grading Maintenance Storage Site 1969-1-DL	Champaign	State Day Labor	Grading & surfacing of storage site yard	100	
Dist. 5	Bridge Handrail Reconstruction 1968-1	Douglas-Moultrie	A. J. Walker Construction Company	Handrail reconstruction	50	0

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Continued.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
Dist. 5	Bridge Handrail Reconstruction 1969-1	Coles-Moultrie-Edgar-Champaign	The L. B. Foster Company	Metal plate bridge handrails	60	40
Dist. 5	Bridge Handrail Reconstruction 1969-2	Vermilion-Iroquois	O'Neil Brothers Construction Company	Metal plate bridge handrail	100	....
Dist. 5	Bridge Wearing Surface Replacement 1969-1	Various	Berco & Associates	Wearing surface removal & replacement	100	....
Dist. 5	Headwall Removal 1968-1	Shelby	State Day Labor	Concrete headwall removal	100	....
Dist. 5	PCC Patching 1969-1DL	Douglas	State Day Labor	PCC pavement removal & replacement	Cancelled	....
Dist. 5	PCC Patching 1969-1A-DL	Champaign	State Day Labor	PCC patching	....	100
Dist. 5	PCC Patching 1969-2DL	Coles-Cumberland	State Day Labor	PCC pavement removal & replacement	....	100
Dist. 5	PCC Patching 1969-3DL	Macon-Shelby	State Day Labor	PCC patching	Cancelled	....
Dist. 5	PCC Patching 1969-3A-DL	Piatt-Moultrie	State Day Labor	PCC patching	....	100
Dist. 5	Metal Shoulders 1968-2	Various	State Day Labor	Gravel or crushed stone shoulders	70	0
Dist. 5	Aggregate Shoulders 1969-1-DL	Piatt	State Day Labor	Gravel shoulders	100	....
Dist. 5	Aggregate Shoulders 1969-2DL	DeWitt	State Day Labor	Restore shoulders	100	....
Dist. 5	Shoulder Improvements 1969-1-DL	Vermilion	State Day Labor	Class I shoulders	80	20
Dist. 5	Grading & Drainage 1968-1	Christian	State Day Labor	Restoring ditches, shoulders & backslopes	100	....
Dist. 5	Guard Rail 1969-1-DL	Various	State Day Labor	Guard rail reconstruction	100	....
Dist. 5	Guard Rail 1969-2-DL	Various	State Day Labor	Steel plate beam guard rail	....	100
Dist. 5	Weed Control Spraying 1969-1	Various	Custom Spray Company	Roadside spraying	100	....
Dist. 5	Bituminous Seal Coat 1969-1	Champaign-Coles-Clark	University Asphalt Company, Inc.	Seal coat	100	....
Dist. 5	Bituminous Seal Coat 1969-2	Champaign-Piatt	State Day Labor	Seal coat	100	....
Dist. 5	Bituminous Undersealing 1969-1-DL	Macon	State Day Labor	Undersealing	....	100
Dist. 6	Headwall Removal 1968-1	Various	State Day Labor	Removal of concrete culvert headwalls	100	....
Dist. 6	Headwall Removal 1969-1-DL	Various	State Day Labor	Removal of concrete headwalls	100	....
Dist. 6	Guard Rail Replacement 1969-1-DL	Various	State Day Labor	Steel plate beam guard rail	100	....
Dist. 6	Guard Rail Replacement 1969-2-DL	Logan	State Day Labor	Guard rail	100	....
Dist. 6	Guard Rail 1969-3-DL	Various	State Day Labor	Steel plate beam guard rail	....	100
Dist. 6	Joint Cutting 1969-1-DL	Various	State Day Labor	Sawing expansion joints	....	100
Dist. 6	Tree Removal 1969-1	Various	Berwyn-Stickney Tree Service & Landscaping	Tree removal	91	9
Dist. 6	Ditch Cleaning 1969-1-DL	Logan	State Day Labor	Ditch cleaning	100	....
Dist. 7	Bridge improvement 1968-3	Wabash	State Day Labor	Deck patching	100	....
Dist. 7	Bridge Handrail Reconstruction 1968-1	White-Wayne-Clay-Effingham	D. W. Guard & Company	Metal plate bridge rails	84	0

Dist. 7	Bridge Deck Sealant 1969-1DL	Various	State Day Labor	Deck sealing	100	
Dist. 7	Maintenance & Storage Bldgs. 1967-1: Buildings	Jefferson	Little Egypt Construction Company, Inc.	Metal buildings	8	0
Dist. 7	Maintenance & Storage Bldgs. 1967-1: Electrical	Jefferson	Sullivan Electric Shop	Electrical systems	8	0
Dist. 7	Maintenance & Storage Bldgs. 1967-1: Heating	Jefferson	John J. Calnan Company	Heating systems	8	0
Dist. 7	Maintenance & Storage Bldgs. 1967-1: Plumbing	Jefferson	The Fowler Company	Plumbing systems	25	0
Dist. 7	Joint Cutting 1968-1	Various	State Day Labor	Cut 4-inch joints	55	0
Dist. 7	Joint Cutting 1969-1-DL	Various	State Day Labor	Cut & fill 4" expansion joints		100
Dist. 7	Partial Depth Patching 1968-1	Clay-Fayette	State Day Labor	Partial depth PCC patching	100	
Dist. 7	Pavement Patching 1969-1-DL	Various	State Day Labor	PCC patching		100
Dist. 7	Wing Wall Repair 1968-1	Lawrence	State Day Labor	Replace wing walls & footings	100	
Dist. 7	Guard Rail Replacement 1968-1	White-Fayette-Lawrence-Richland	Builders Chicago Corporation	Steel plate beam guard rail	30	0
Dist. 7	Guard Rail 1969-1-DL	Effingham-Fayette-Marion	State Day Labor	Steel plate beam guard rail		100
Dist. 7	Ditch Grading 1968-1	Jasper	State Day Labor	Clean existing ditches — reshape shoulders	50	0
Dist. 7	Seal Coat 1968-1	Various	State Day Labor	Seal coat & anti-skid surface treatment	55	0
Dist. 7	Seal Coat 1969-1	Fayette-Effingham	State Day Labor	Seal coat	100	
Dist. 7	Seal Coat 1969-2	Effingham	State Day Labor	Seal coat	100	
Dist. 7	Seal Coat 1969-3-DL	Shelby-Coles-Fayette	State Day Labor	Seal coat	100	
Dist. 7	Seal Coat 1969-4-DL	Crawford-Richland-Lawrence-Clay	State Day Labor	Seal coat	100	
Dist. 7	Headwall Removal 1969-1-DL	Various	State Day Labor	Headwall removal	35	65
Dist. 8	Maintenance & Storage Bldgs. 1967-1: Buildings	St. Clair	Hellrung Construction Company	Prefabricated buildings	55	0
Dist. 8	Maintenance & Storage Bldgs. 1967-1: Foundation & Floor	St. Clair	Nelson Construction Company, Inc.	Foundations & floors	5	0
Dist. 8	Maintenance & Storage Bldgs. 1967-1: Electrical	St. Clair	R. Dron Electrical Company, Inc.	Electrical systems	78	0
Dist. 8	Maintenance & Storage Bldgs. 1967-1: Plumbing	St. Clair	Albert J. Davinroy Plumbing & Heating Company	Plumbing systems	85	0
Dist. 8	Maintenance & Storage Bldgs. 1967-1: Heating	St. Clair	Albert J. Davinroy Plumbing & Heating Company	Heating systems	75	0
Dist. 8	Maintenance & Storage Bldgs. 1969-1: Grading	Bond	State Day Labor	Grading maintenance&storage site	100	
Dist. 8	Maintenance & Storage Bldgs. 1969-1: Buildings	Bond	Better Built Construction Company	Prefab buildings		100
Dist. 8	Maintenance & Storage Bldgs. 1969-1: Electrical	Bond	Rite Electric Company	Electrical systems		100
Dist. 8	Maintenance & Storage Bldgs. 1969-1: Plumbing	Bond	Jack Muse, Inc.	Plumbing systems		100

TABLE 25—Continued.

MISCELLANEOUS—Continued.

STATE CONTRACTS—Concluded.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
Dist. 8	Maintenance & Storage Bldgs. 1969-1: Heating	Bond	Jack Muse, Inc.	Heating systems		100
Dist. 8	Maintenance & Storage Bldgs. 1969-2: Buildings	Washington	Better Built Construction Company	Prefab buildings		100
Dist. 8	Maintenance & Storage Bldgs. 1969-2: Electrical	Washington	Rite Electric Company	Electrical systems		100
Dist. 8	Maintenance & Storage Bldgs. 1969-2: Heating	Washington	The Fowler Company	Heating systems		100
Dist. 8	Maintenance & Storage Bldgs. 1962-2: Plumbing	Washington	The Fowler Company	Plumbing systems		100
Dist. 8	Maintenance & Storage Bldgs. 1969-2: Ventilating	Washington	The Fowler Company	Ventilating systems		100
Dist. 8	Headwall Removal 1969-1DL	Various	State Day Labor	Remove concrete headwalls	100	
Dist. 8	Skid Proofing 1969-1	Various	Litchfield Bituminous Corporation	Anti-skid resurfacing	100	
Dist. 8	Tree Removal 1968-1	Various	Schmidt Construction, Inc.	Tree removal	35	65
Dist. 8	Patching 1969-1-DL	Madison-Bond	State Day Labor	PCC patching		100
Dist. 8	Patching 1969-2-DL	St. Clair-Madison	State Day Labor	PCC patching		100
Dist. 9	Sawed Joints 1968-1	Various	State Day Labor	Sawing expansion joints	70	0
Dist. 9	Sawed Joints 1969-1-DL	Various	State Day Labor	Sawing expansion joints	100	
Dist. 9	Maintenance & Storage Bldgs. 1968-1: Foundations, Floors & Buildings	Franklin	Little Egypt Construction Company, Inc.	PCC foundations, floors & prefab buildings	95	5
Dist. 9	Maintenance & Storage Bldgs. 1968-1: Electrical	Franklin	John Neal Electric	Electrical systems	30	70
Dist. 9	Maintenance & Storage Bldgs. 1968-1: Heating	Franklin	Meyer Heating & Air Conditioning	Heating systems	90	10
Dist. 9	Maintenance & Storage Bldgs. 1968-1: Ventilation	Franklin	Meyer Heating & Air Conditioning	Ventilation systems	95	5
Dist. 9	Maintenance & Storage Bldgs. 1968-1: Plumbing	Franklin	Albert J. Davinroy Plumbing & Heating Company	Plumbing systems	40	60
Dist. 9	Guard Rail Replacement 1969-1 & Handrail Replacement 1969-1	Various	Midwest Fence Corporation	Guard rail & Handrail reconstruction	100	
Dist. 9	Pavement Patching 1968-1 (Areas 2 & 6)	Various	State Day Labor	PCC patching	100	
Dist. 9	Pavement Patching 1968-1 (Areas 3 & 5)	Various	State Day Labor	PCC patching	40	0
Dist. 9	Patching 1969-1-DL	Saline-Gallatin	State Day Labor	PCC patching		100
Dist. 9	Patching 1969-2-DL	Saline	State Day Labor	PCC patching		100
Dist. 9	Pavement Patching 1969-3-DL	Pope-Massac	State Day Labor	PCC patching		100
Dist. 9	Weed Control Spraying 1969-1	Various	Custom Spray Company	Roadside spraying	100	

Dist. 9	Non-Interstate Guard Rail improvement 1969-1	Various	Midwest Fence Corporation	Guard rail improvement		100
Dist. 10	Traffic Signals 1967-5	Cook	The Edward Electric Company	Traffic signals	63	0
Dist. 10	Traffic Signals 1967-8	Cook	H-H Electric Company	Traffic signals		80
Dist. 10	Traffic Signals 1967-9	Cook	Hecker & Company, Inc.	Traffic signals	25	0
Dist. 10	Traffic Signals 1968-1	Cook	L & S Construction Company	Traffic signals	34	0
Dist. 10	Traffic Signals 1968-2	Cook	Wood Electrical Construction, Inc.	Traffic signals	65	0
Dist. 10	Traffic Signals 1968-3	Cook	Contracting & Material Company	Traffic signals	95	0
Dist. 10	Traffic Signals 1968-4	Cook	Hecker & Company, Inc.	Traffic signals	79	0
Dist. 10	Traffic Signals 1968-6	Cook	Wood Electrical Construction, Inc.	Traffic signals	3	97
Various	1969-1-TS	Cook	Wood Electrical Construction, Inc.	Traffic signals	91	9
Various	1969-2-TS	Cook	The Edward Electric Company	Traffic signals		100
Various	1969-3-TS	Cook	Wood Electrical Construction, Inc.	Traffic signals	50	50
Various	1969-4-TS	Cook	H-H Electric Company	Traffic signals	12	88
Dist. 10	Traffic Signals 1969-5-TS	Cook	Hecker & Company, Inc.	Traffic signals		100
Various	1969-8TS	Cook	The Edward Electric Company	Traffic signals		100
Various	1969-9TS	Cook	Hecker & Compnay, Inc.	Traffic signals	100	
Dist. 10	Traffic Signals 1969-10	Cook	Contracting & Material Company	Traffic signals	42	58
Dist. 10	Traffic Signals 1968-1BBR	Cook	L & S Construction Company	Traffic signal modification	100	
Various	1969-1BBR	Cook	Contracting & Material Company	Traffic signal modification		100
Dist. 10	Bridge Sealant Program 1966-1	Cook	State Day Labor	Bridge deck sealant	40	0
Dist. 10	Bridge Deck Sealant 1969-1DL	Cook	State Day Labor	Bridge deck sealant	15	85
Dist. 10	Painting Overhead Sign Structure Supports 1968-1	Cook	Chicago Painting Service, Inc.	Overhead sign support painting	100	
Dist. 10	Regrading 1968-1	Cook	State Day Labor	Regrading outfall ditch	100	
Dist. 10	Two-Way Radio System Maintenance 1967-1	Cook	Motorola Communications & Electronics, Inc.	Radio system maintenance	100	
Dist. 10	Two-Way Radio System Maintenance 1969-1	Cook	Motorola Communications & Electronics, Inc.	Radio system maintenance	100	
Dist. 10	Expressway Guard Rail Maintenance 1967-1	Cook-Lake-DuPage-Will	S. K. Olivar Company, Inc.	Guard rail maintenance	2	0
Dist. 10	Guard Rail Maintenance 1969-1	Various	Builders Chicago Corporation	Guard rail repair & maintence		100
Dist. 10	Maintenance & Storage Bldg. 1968-1: Foundation, Floor Building	Cook	John Chapple Company	PCC foundation, floor & prefab building	100	
Dist. 10	Maintenance & Storage Bldg. 1968-1: Electrical	Cook	Aldridge Electric, Inc.	Electrical system	100	
Dist. 10	Maintenance & Storage Bldg. 1968-1: Plumbing	Cook	Albert J. Davinroy Plumbing & Heating Company	Plumbing system	100	
Dist. 10	Maintenance & Storage Bldg. 1968-1: Heating	Cook	Naal Plumbing & Heating Company	Heating system	100	
Dist. 10	Maintenance & Storage Bldg. 1968-1: Ventilation	Cook	Reynolds Ventilating Corporation	Ventilating system	100	
Dist. 10	Maintenance & Storage Bldg. 1969-1: Building	Cook	Caturfield Builders & Caturfield Construction Service	Prefab building		100
Dist. 10	Maintenance & Storage Bldg. 1969-1: Heating	Cook	Albert J. Davinroy Plumbing & Heating Company	Heating system		100

TABLE 25—Concluded.

MISCELLANEOUS—Concluded.

STATE CONTRACTS—Concluded.

Route or District	Section	County	Contractor	Type of Construction	Per Cent Completed 1969	Per Cent Uncompleted
Dist. 10	Maintenance & Storage Bldg. 1969-1: Ventilation	Cook	Albert J. Davinroy Plumbing & Heating Company	Ventilating system	....	100
Dist. 10	Maintenance & Storage Bldg. 1969-1: Plumbing	Cook	Bert C. Young & Sons Corporation	Plumbing system	....	100
Dist. 10	Maintenance & Storage Bldg. 1969-1: Electrical	Cook	Gibson Electric Company, Inc.	Electrical system	....	100
Dist. 10	Sign Modernization 1968-1	Cook	National Advertising Company	Traffic signs	96	0
Dist. 10	Electrical & Miscellaneous Maintenance 1967-1	Cook	Meade Electric Company, Inc.	Repair & maintenance of electrical installations	100	....
Dist. 10	Pedestrian Barrier Maintenance 1967-1	Cook-Lake-DuPage Will	S. K. Olivar Company, Inc.	Pedestrian barrier maintenance	100	....
Dist. 10	Pedestrian Barrier Maintenance 1969-1	Various	Builders Chicago Corporation	Chain link fence repair & maintenance	....	100
Dist. 10	Continuous Count Station (Phase 1) 1967-1	Cook	L & S Construction Company	Count station installations	22	0
Dist. 10	Expansion Joints 1969-1DL	Cook	State Day Labor	Cut expansion joints	100	....
Dist. 10	Expansion Joints 1969-2DL	Cook	State Day Labor	Saw expansion joints	100	....
Dist. 10	Diseased Tree Removal 1969-11DTR	Cook	Berwyn-Stickney Tree Service & Landscaping	Tree removal	100	....
Dist. 10	Guard Rail 1969-1-DL	Cook	State Day Labor	Steel plate guard rail	100	....
Dist. 10	Guard Rail 1969-2-DL	Cook	State Day Labor	Guard rail removal & erection	100	....
Dist. 10	Thermoplastic Pavement Marking 1969-2	Cook	The Perma-Line Company	Pavement marking	100	....
Dist. 10	Pavement Patching 1969-1DL	Cook	State Day Labor	Concrete patching	100	....
Dist. 10	Pavement Patching 1969-2DL	Cook	State Day Labor	Concrete patching	100	....
Dist. 10	Pavement Patching 1969-3DL	Cook	State Day Labor	PCC patching with I-11 surfacing	100	....
Dist. 10	Pavement Patching 1969-4DL	Cook	State Day Labor	PCC patching with I-11 surfacing	100	....
Various	1969-12MM	Cook	Central Landscaping, Inc.	Mowing	100	....
Various	1969-13MM	Cook	Central Landscaping, Inc.	Mowing	100	....
Various	1969-14MM	Cook	Berwyn-Stickney Tree Service & Landscaping	Mowing	100	....
Various	1969-15MM	Cook	Berwyn-Stickney Tree Service & Landscaping	Mowing	100	....
Various	1969-21-SR	Cook	George E. Hartong, Inc.	Stablized shoulders	100	....
Various	X10-1969-1-I	Cook	Central Landscaping, Inc.	Tree spraying	50	50
Various	X10-1969-2-I	Cook	L. E. Alport & Company	Tree spraying	43	57

Various	A&B,TR-1-5-69	DuPage-Kane	Aldridge Electric, Inc.	Traffic signals	....	100
....	Statewide Snow Removal 1968	Various	State Day Labor	Snow removal	....	100
....	Miscellaneous Repairs 1968-1 (Statewide)	Various	State Day Labor	Completion of small maintenance projects	....	100
....	X210-1969-18MM	Cook	Statewide Landscapers	Mowing	100	....
....	X510-1969-19WC	Cook	Chemi-Trol Chemical Company	Roadside spraying	100	....
....	X610-1969-20WC	Cook	Chemi-Trol Chemical Company	Roadside spraying	100	....
....	X110-1969-21CMF	Cook-Lake	L. E. Alport & Company	Cultivating, mowing, fertilizing	100	....
....	X310-1969-26CMF	Cook	Otto Damgaard & Sons, Inc.	Cultivating, mowing, fertilizing	100	....
....	X410-1969-23CMF	Cook-DuPage	L. E. Alport & Company	Cultivating, mowing, fertilizing	100	....
....	X510-1969-24CMF	Cook	L. E. Alport & Company	Cultivating, mowing, fertilizing	100	....
....	X610-1969-22CMF	Cook	L. E. Alport & Company	Cultivating, mowing, fertilizing	100	....
....	X710-1969-25CMF	Cook	Central Landscaping, Inc.	Cultivating, mowing, fertilizing	100	....
....	X810-1969-27CMF	Cook-Will	Trotter Tree Service Company, Inc.	Cultivating, mowing, fertilizing	100	....
....	Flagpole Erection, Administration Building	Sangamon	State Day Labor	Erection of flagpoles	90	10

CITY OF CHICAGO CONTRACTS.

FAI 90	W-0508-C.S.	Cook	United Fence Company	Chain Link fencing	22	0
FAI 94	S-0917-C.S.	Cook	United Fence Company	Chain Link fencing	45	0
FAI 94, FA 173	0810-487JR&I,1113-488JR&I	Cook	Brighton Building & Maintenance Company	Median preparation & fencing	100	....
FAI 94	1524-936JR&I	Cook	Robert R. Anderson Company	Guard rail & barrier	100	....

COOK COUNTY CONTRACTS.

FAI 57	068-1011.1A-CF	Cook	Rossi Contractors	Building removal	80	0
FAI 57	068-1011.4-CF	Cook	A.A. Electric Company	Highway lighting	....	100
FAI 57	068-1014.01-CF	Cook	National Advertising Company	Signing	....	100
FAI 57	068-1114.2-CF	Cook	Reliance Underground Construction Company, Inc.	Main drain	13	0
FAI 57	068-1114.3-CF	Cook	A. A. Electric Company	Highway lighting	....	100
FAI 57	068-1212.03-CF	Cook	M. J. McDermott & Company	Pedestrian overpass	....	100
FAI 57	068-1214.1A-CF	Cook	Rossi Contractors	Building removal	63	0
FAI 57	068-1414.5-CF	Cook	W. J. Sheppard & Company	Street relocation & access road	4	0
FAI 57	068-1416.3-CF	Cook	Otto Damgaard Sons, Inc.	Landscaping	15	85
FAI 57	068-1418.01-CF, 068-1415.4-CF	Cook	G. A. Rafel & Company, Inc.	Highway lighting & signing	100	....
FAI 57	068-1517.4-CF	Cook	White City Electric Company	Highway lighting	100	....
FAI 57	068-1618.3-CF	Cook	Lawrence & Ahlman, Inc.	Landscaping	....	100

TABLE 26—CONSTRUCTION COMPLETED DURING 1969.

Type of Construction	Unit	Construction on State Highways						Secondary	Total
		Federal Aid Interstate			Other Primary				
		State	City of Chicago	Cook County	State	City of Chicago	Cook County		
Surfaces:									
P.C.C. pavement	Miles	....	....	....	32.01	....	0.10	14.14	46.25
C.R.P.C.C. pavement	Miles	61.50	....	1.02	18.60	....	0.37	3.68	85.17
Bituminous concrete base course	Miles	....	....	....	....	....	....	7.01	*7.01
P.C.C. base course widening	Miles	....	....	....	....	....	....	0.61	*0.61
Bituminous surface on flexible base:									
Bituminous concrete, class I	Miles	....	....	....	10.63	....	....	38.19	48.82
Bituminous surface plant mix, Class B	Miles	....	....	....	....	....	....	54.25	54.25
Bituminous surface road mix, Class B	Miles	....	....	....	....	....	....	5.07	5.07
Bituminous concrete surfacing on rigid pavement:									
Bituminous concrete, class I	Miles	18.01	....	....	507.17	....	....	7.76	**532.94
Bituminous surface treatment on flexible base:									
A-1 surface treatment	Miles	....	....	....	16.62	....	....	16.72	33.34
A-2 surface treatment	Miles	....	....	....	4.88	....	....	6.91	11.79
A-2 surface treatment, bituminous aggregate mix base	Miles	....	....	....	....	....	....	4.50	4.50
A-3 surface treatment	Miles	....	....	....	....	....	....	36.79	36.79
A-3 surface treatment, soil cement base	Miles	....	....	....	....	....	....	2.35	2.35
Aggregate surface course:									
Type A	Miles	....	....	....	....	....	....	2.90	2.90
Type B	Miles	....	....	....	....	....	....	30.47	30.47
Total surfaces	Miles	79.51	....	1.02	589.91	....	0.47	231.35	902.26
Intermittent bituminous resurfacing: Class I (modified)	Sq. Yds	....	....	....	1,040,235	....	....	94,049	1,134,284
Grading (separate contracts)	Miles	75.46	....	....	5.32	....	....	1.36	82.14
Structures:									
Bridges, new	Number	22	....	....	15	....	....	15	52
Bridges, widened	Number	2	....	....	2	....	....	1	5
Bridges, repaired	Number	3	....	....	38	....	....	....	41
Highway grade separations, new	Number	61	....	6	13	....	....	1	81
Highway grade separations, widened	Number	1	....	....	....	....	....	....	1
Highway grade separations, repaired	Number	12	....	....	5	....	....	1	18
Railroad grade separations, new	Number	23	....	....	7	....	....	3	33
Railroad grade separations, widened	Number	....	....	....	1	....	....	....	1
Railroad grade separations, repaired	Number	5	....	....	11	....	....	....	16
Bridges, painted	Number	14	....	....	74	....	....	7	95

* This construction was performed in order to prepare old 18-foot and 20-foot rigid pavements for resurfacing with bituminous concrete.

TABLE 27.—PAVEMENT MILEAGE CONSTRUCTED BY THE STATE AND BY THE COUNTIES, CITIES, AND TOWNSHIPS UNDER STATE SUPERVISION.

Year	State Construction			County Construction	City MFT Work	Total State, County and City Work	Township [4] Work
	Federal-aid Interstate [1]	Primary	Secondary [2]				
1914	......	......	......	53.58	......	53.58	......
1915	......	......	......	100.27	......	100.27	......
1916	......	......	......	135.41	......	135.41	......
1917	......	......	......	184.38	......	184.38	......
1918	......	6.77	......	93.36	......	100.13	......
1919	......	152.54	......	102.06	......	254.60	......
1920	......	270.60	......	94.92	......	365.52	......
1921	......	285.62	......	128.32	......	413.94	......
1922	......	546.95	......	194.15	......	741.10	......
1923	......	858.31	......	226.71	......	1,085.02	......
1924	......	1,018.21	......	211.27	......	1,229.48	......
1925	......	786.86	......	119.54	......	906.40	......
1926	......	361.79	......	101.95	......	463.74	......
1927	......	522.98	......	145.46	......	668.44	......
1928	......	1,075.27	......	229.48	......	1,304.75	......
1929	......	629.51	......	126.11	......	755.62	......
1930	......	790.22	......	291.17	......	1,081.39	......
1931	......	759.87	......	663.67	......	1,423.54	......
1932	......	726.86	......	818.57	......	1,545.43	......
1933	......	730.55	10.97	513.10	......	1,254.62	......
1934	......	287.91	275.10	397.53	90.55	1,051.09	......
1935	......	287.35	176.75	399.00	136.94	1,000.04	......
1936	......	154.69	230.01	752.69	228.53	1,365.92	......
1937	......	284.63	131.26	649.00	299.69	1,364.58	......
1938	......	392.91	228.03	780.92	263.42	1,665.28	......
1939	......	309.96	163.68	726.43	293.20	1,493.27	......
1940	......	268.55	131.31	677.74	276.13	1,353.73	......
1941	......	295.04	102.12	740.50	251.36	1,389.02	......
1942	......	300.31	[3] 131.35	443.53	147.26	1,022.45	......
1943	......	315.67	[3] 127.70	320.34	87.31	851.02	......
1944	......	380.38	[3] 175.85	257.41	98.62	912.26	......
1945	......	224.62	[3] 56.02	204.74	71.12	556.50	......
1946	......	250.37	87.46	222.10	100.33	660.26	8,176.94
1947	......	[5] 311.32	159.51	293.88	133.96	898.67	8,504.41
1948	......	[5] 324.14	487.38	270.40	136.77	1,218.69	6,419.33
1949	......	[5] 434.13	298.41	353.79	181.58	1,267.91	7,047.57
1950	......	[5] 295.70	164.73	354.40	160.48	975.31	......
1951	......	[5] 756.97	150.92	343.94	166.70	1,418.53	......
1952	......	[5] 1,441.27	460.47	438.28	200.31	2,540.33	642.70
1953	......	[5] 872.12	562.19	323.34	230.61	1,988.26	1,666.29
1954	......	[5] 741.82	343.49	267.73	204.23	1,557.27	1,809.58
1955	......	[5] 371.86	535.69	331.65	301.34	1,540.54	2,018.60
1956	......	[5] 560.61	491.05	334.19	258.78	1,644.63	1,646.61
1957	......	[5] 510.96	524.93	273.17	213.67	1,522.73	1,753.53
1958	37.37	[5] 1,035.49	588.33	238.95	244.26	2,144.40	1,612.23
1959	40.77	[5] 648.20	672.36	346.09	208.17	1,915.59	1,563.98
1960	95.19	[5] 611.55	545.15	291.76	224.96	1,768.61	1,451.23
1961	45.94	[5] 571.20	457.84	255.12	196.84	1,526.94	1,301.17
1962	73.71	[5] 639.83	484.14	271.46	226.49	1,695.63	1,106.77
1963	86.34	[5] 616.65	428.64	212.43	258.97	1,603.03	963.06
1964	89.84	[5] 399.89	352.55	193.68	272.00	1,307.96	1,003.63
1965	69.98	[5] 364.10	255.84	188.98	136.93	1,015.83	722.99
1966	62.08	[5] 222.95	218.47	229.60	204.17	937.27	852.76
1967	64.19	[5] 233.92	117.11	181.83	177.70	774.75	675.62
1968	145.43	[5] 386.09	147.11	151.33	173.95	1,003.91	563.74
1969	79.51	[5] 589.91	231.35	169.04	140.55	1,210.36	646.87
Totals	890.35	26,215.98	10,705.27	17,420.45	6,997.88	[4] 62,229.93	[6] 52,149.61

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[1] Previous to 1958, interstate work was included in the column showing primary mileage.

[2] Includes surfacing constructed with State and Federal funds on State-aid or Federal-aid secondary routes, access roads not on the State system, and mileage built in State parks, State institutions, etc.

[3] Includes access roads not on the State system.

[4] Oiled earth, and grading not included.

[5] Includes full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to surfacing with bituminous concrete. Mileage of base course and widening (most of which has been surfaced with bituminous concrete) was as follows: 1947 - 5.77 miles; 1948 - 6.86 miles; 1949 - 40.35 miles; 1950 - 73.29 miles; 1951 - 284.24 miles; 1952 - 551.15 miles; 1953 - 294.97 miles; 1954 - 252.05 miles; 1955 - 81.51 miles; 1956 - 117.84 miles; 1957 - 105.35 miles; 1958 - 174.40 miles; 1959 - 94.78 miles; 1960 - 81.04 miles; 1961 - 60.03 miles; 1962 - 70.69 miles; 1963 - 47.07 miles; 1964 - 28.30 miles; 1965 - 19.32 miles; 1966 - 19.12 miles; 1967 - 7.20 miles; 1968 - 2.51 miles; 1969 - 7.62 miles.

[6] The figures for 1946 through 1952 are the mileages approved for construction and those for 1953 through 1969 are the mileages actually constructed.

IX. MATERIALS

1. GENERAL.—The function of the Bureau of Materials is to inspect and test all materials used in highway construction and maintenance; conduct surveys and studies of materials and material sources; develop new methods of sampling and testing; design and construct new testing equipment; prepare specifications for materials and for tools and supplies used for general highway maintenance purposes and in the production of concrete and bituminous mixtures; check and supervise the design, proportioning and control of concrete, bituminous, and soil mixtures; conduct investigational studies of the effect of materials, weather, and soils on highway structures; and perform photographic, photostatic, and various other services for the Division.

The work of this Bureau is divided into four sections, the Physical Tests Section, the Chemical Tests Section, the Mixtures Control and Soil Section, and the Chicago Branch Laboratory. The branch laboratory is responsible for chemical and physical tests of materials originating in the Chicago area and for bituminous mixtures control and soil testing in District 10.

The Bureau maintains resident chemists at refineries and obtains cement samples from commercial samplers but, aside from this, plant and destination inspection of materials is a direct function of the district offices; however, field engineers operating out of the central Bureau maintain uniformity in inspection practices. These general inspectors also contact the various projects to check the equipment and quality of the work, and to maintain uniformity of the proportioning practices.

2. SAMPLES AND TESTS.—Table 28 shows the number of samples tested in the laboratories of the Bureau of Materials during 1969.

3. INSPECTION.—Experience has shown that the inspection of materials at their source provides better control of quality, expedites the work, and prevents delays incident to rejections on the projects. Therefore, inspection is performed at the source of supply unless the volume of the work, the nature of the materials, or other conditions warrant inspection at destination or in the laboratory.

When materials originate in another state, arrangements are sometimes made with the State Highway Department in that state or with a recognized commercial testing laboratory to submit samples to this Bureau. The states in the Mississippi Valley Conference of the American Association of State Highway Officials, by reciprocal agreement, perform this service for one another at cost.

Table 29 shows the quantities of materials accepted by inspection during 1969. In many instances the quantities shown in this table represent a considerable increase over the quantities accepted during 1968.

Table 30 shows the types and quantities of tools and supplies inspected and accepted during 1969. The Bureau of Materials collaborates with the Bureau of Maintenance and the Bureau of Traffic in the formulation of detailed specifications and in making recommendations for tools and supplies to be used for general highway maintenance purposes. The Bureau of Materials inspects and tests items purchased to insure that they comply with the requirements of the specifications.

4. SEEDS.—The inspection of all seeds used for highway planting is carried on through this Bureau. However, the tests for purity and germination are made by the Division of Plant Industry, Illinois Department of Agriculture, which extends the services of its fully equipped seed laboratory to the Division of Highways.

TABLE 28.—SAMPLES TESTED IN LABORATORIES DURING 1969

		Number of Samples Tested			
	Preliminary	Acceptance	Check	Quality	Total
Aggregate	0	8	970	1809	2787
Bituminous materials:					
Asphalt, emulsified	0	0	14	246	260
Asphalt, liquid (MC-RC)	94	7	291	196	588
Asphalt, liquid (SC)	24	176	14	103	317
Asphalt, paving & filler	39	16	4282	112	4449
Asphalt joints & planks	0	2	0	24	26
Mixtures (composition)	0	0	0	4379	4379
Mixtures (density)	0	0	0	1935	1935
Road Oil	1	0	3	125	129
Tar	1	1	1	30	33
Bolts	0	2	1	709	712
Brick & drain tile	0	0	0	25	25
Calcium Chloride	0	173	11	8	192
Castings	0	0	0	7	7
Catch basin blocks	0	0	0	42	42
Cement	0	3180	35	8306	11521
Cement Chemical	0	46	4	748	798
Coal Tar Pitch Emulsion	1	4	0	43	48
Concrete cylinders & cores	0	0	0	8950	8950
Conduit	0	0	0	168	168
Creosote oil	0	0	0	44	44
Electrical materials	0	864	0	0	864
Fabric reinforcing	0	0	0	100	100
Fuel oil	0	11	0	0	11
Galvanized materials	0	31	0	210	241
Glass beads	3	24	3	71	101
Joints-fibre, cork, rubber	3	11	0	57	71
Mineral filler	0	0	0	17	17
Paints & paint material	8	18	22	926	974
Reflector materials	54	86	0	4	144
Rode Rite	0	0	0	43	43
Salt, rock	0	42	1	343	386
Seed	0	545	0	0	545
Soil	0	0	0	1868	1868
Steel bars, reinforcing	0	9	259	1468	1736
Steel strands, prestressing	0	0	0	236	236
Steel, structural	0	0	0	2	2
Steel wire fabric	0	3	22	31	56
Top soil	0	27	0	13	40
Water	0	0	1	107	108
Miscellaneous (chemical)	56	86	55	269	466
Miscellaneous (physical)	0	0	0	501	501
Miscellaneous (concrete)	0	0	0	678	678
Totals	284	5372	5989	34953	46598

TABLE 29.—MATERIALS

Materials	Quantities Accepted
Aggregates:	
sand, bridge deck sealant, lbs.	144,422
Aluminum, beans, drains, plates, tubing, etc., lbs.	12,396
Beads, glass, lbs.	3,134,400
Beams, concrete, bridge:	
deck, prestressed	1,298
I, precast, prestressed	434
Bituminous materials and mixtures:	
asphalt cement, tons	398,464.65
asphalt, emulsified, gals.	6,316,416
asphalt, filler for cracks and joints, tons	1,624.20
asphalt, filler for undersealing, tons	5,370.63
asphalt, liquid, medium-curing, gals.	42,187,899
asphalt, liquid, pavement marking, gals.	82,000
asphalt, liquid, rapid-curing, gals.	3,747,080
asphalt, liquid, slow-curing, gals.	15,486,340
asphalt, waterproofing, tons	373.83
bituminous mixture for maintenance use, tons	66,840.04
coal tar pitch, emulsion and primer, gals.	71,567
coal tar pitch, waterproofing, gals.	23,502
fabric, saturated glass, sq. yds.	86,650
joint filler, bituminous preformed fibre, lin. ft.	361,704
joint filler, bituminous preformed fibre	3,927
joint filler, bituminous preformed, lin. ft.	81,249
joint filler, bituminous preformed	1,111
joint filler, preformed cork, lin. ft.	9,250
joint filler, preformed cork	2,946
joint sealer, cold poured, gals.	10,364
joint sealer, hot poured, gals.	16,335
joint sealer, two component, cold-poured, gals.	320
oil, road, gals.	13,306,744
tar, gals.	401,082
tar for pvt. marking, gals.	49,300
Brick:	
building, clay	26,525
building, concrete	281,793
Bridge bearing pads	12,614
Brush killer, amine & ester, gals.	348
Cable:	
bare ground, lin. ft.	24,866
electric, lin. ft.	2,902,181
ground rods, lin. ft.	2,505
Calcium chloride, tons	4,127
Calcium-magnesium chloride solution, tons	1,606
Caps, bridge, precast concrete	19
Castings:	
iron street, lbs.	4,047,498
steel, lbs.	25,005
Catch basins & manholes, concrete, complete	2,451
Cement:	
type I, standard, bbls.	3,450,162
type I, (White), bbls.	100
type, I-A, air entraining, bbls.	681,940
type III, high-early-strength, bbls.	59,477
Concrete deadman	24
Concrete masonry units	144,313
Conduit:	
aluminum, lin. ft.	1,200
asbestos-cement, lin. ft.	20,610
fibre, lin. ft.	1,125
fittings	1,627
flexible, lin. ft.	405
plastic, lin. ft.	60,730
steel, galvanized, lin. ft.	319,294
Cribbing, concrete, reinforced	484
Curing compound, membrane, gals.	222,942
Delineators	44
Epoxy resin:	
bonding adhesive, two-component, gals.	728
bridge seat sealant, black, gals.	497
Fasteners, aluminum	11,523
Fence:	
aluminum coated, chain link, lin. ft.	1,200
galvanized, chain link, lin. ft.	173,792
galvanized, woven wire, lin. ft.	1,342,909
snow, lin. ft.	79,200
Guard rail, wood, penta-treated, lin. ft.	508
Handrail:	
aluminum, pipe, lin. ft.	64,596
steel, pipe, galvanized, lin. ft.	19
steel, pipe, painted, lin. ft.	59
steel, structural, galvanized, lin. ft.	4,232
steel, structural, painted, lin. ft.	240
Inlets, concrete	973
Joint filler, polychloroprene, lin. ft.	92

Table 29.—Continued

Materials	Quantities Accepted
Joint sealer, rubber, lin. ft.	1,398
Jute matting, sq. yds.	120,919
Light standards:	
aluminum	197
steel	76
Lumber:	
redwood, f.b.m.	933
structural, creosoted, f.b.m.	188,000
structural, penta-treated, f.b.m.	32,585
structural, untreated, f.b.m.	20,297
Markers:	
drainage, permanent survey, r.o.w., section	9,792
permanent bench and survey, metal	767
Messenger cable, lin. ft.	7,532
Name plates	285
Paints, enamels and paint materials:	
enamel, equipment, orange, gals.	1,998
enamel, non-skid, gals.	126
enamel, picnic table, gals.	174
enamel, sign, gals.	886
paint, aluminum, leafing, gals.	27,533
paint, aluminum, non-leafing, gals.	7,849
paint, black, gals.	60
paint, bridge, green, gals.	3,934
paint, curb marking, yellow, gals.	6,650
paint, exterior, semi-gloss, cream, gals.	138
paint, exterior, semi-gloss, grey, gals.	48
paint, graphite, black, gals.	948
paint, interior, grey, battleship, gals.	72
paint, interior, semi-gloss, green, light, gals.	198
paint, interior, semi-gloss, grey, gals.	120
paint, latex, concrete floor, grey, battleship, gals.	150
paint, lead titanium, white, gals.	3,085
paint, red lead, gals.	11,905
paint, silico chromate, gals.	360
paint, traffic marking, chlorinated rubber type, white, gals.	535,585
paint, traffic marking, chlorinated rubber type, yellow, gals.	139,285
paint, traffic marking, dispersion resin type, white, gals.	38,195
paint, traffic marking, dispersion resin type, yellow, gals.	16,416
petroleum spirits (thinner for paint only), gals.	2,279
primer, lead chromate, gals.	204
primer, lead silico chromate, gals.	110
primer, orange, gals.	410
primer, zinc chromate, gals.	200
stain, redwood picnic table, gals.	18
stripper, sign, gals.	7,375
varnish, gals.	12
Peat moss, cu. ft.	53,983
Piling:	
precast concrete, lin. ft.	10,261
precast, prestressed, concrete, lin. ft.	5,328
steel H., lin. ft.	385,060
steel sheets, lin. ft.	52,516
steel shell, lin. ft.	60,282
wood, creosoted, lin. ft.	118,321
wood, untreated, lin. ft.	21,413
Pipe:	
asbestos-cement, lin. ft.	15,508
asbestos-cement, perforated, lin. ft.	1,500
bituminous fibre, lin. ft.	7,238
bituminous fibre, perforated, lin. ft.	11,000
clay, extra strength—C-200, lin. ft.	9,975
clay, extra strength, C-211, perforated, lin. ft.	1,010
clay, standard strength—C-13, lin. ft.	256
concrete—C-14—ES, lin. ft.	62,462
concrete—C-14—SS, lin. ft.	35,608
concrete—C-76—Class I, lin. ft.	276
concrete—C-76—Class II, lin. ft.	78,036
concrete—C-76—Class III, lin. ft.	469,481
concrete—C-76—Class IV, lin. ft.	69,464
concrete—C-76—Class V, lin. ft.	29,634
concrete—C-76—nonreinforced, lin. ft.	66,610
concrete—C-507—Class HE-I, lin. ft.	588
concrete—C-507—Class HE-II, lin. ft.	546
concrete—C-507—Class HE-III, lin. ft.	5,718
concrete—C-507—Class HE-IV, lin. ft.	888
concrete—C-14—perforated, lin. ft.	414
corrugated aluminum, lin. ft.	8,118
corrugated steel, lin. ft.	213,095
corrugated steel arch, lin. ft.	18,627
corrugated steel, bit. coated, lin. ft.	25,763
corrugated steel arch, bit. coated, lin. ft.	4,116
corrugated steel, perf., lin. ft.	549
corrugated steel, perf., bit. coated, lin. ft.	172
corrugated steel plate, lin. ft.	116

Table 29.—Continued

Materials	Quantities Accepted
corrugated steel plate arches, (no bottom), lin. ft.	738
corrugated steel plate pipe arch, lin. ft.	1,364
galvanized for chain link fence, lin. ft.	107,254
helically corrugated aluminum, lin. ft.	17,423
helically corrugated aluminum, bit. coated, lin. ft.	74
helically corrugated steel, lin. ft.	41,716
helically corrugated steel, bit. coated, lin. ft.	2,578
helically corrugated steel, perf., lin. ft.	34,193
helically corrugated steel, perf., bit. coated, lin. ft.	260
helically corrugated steel pipe arch, lin. ft.	838
iron, cast, lin. ft.	6,937
iron, wrought, lbs.	170
semicircular steel, bit. coated, lin. ft.	260
steel, lin. ft. (n.c.)	7,441
water, copper, lin. ft.	7,060
Plates:	
bridge bearing, bronze, lbs.	5,030
lead, lbs.	11,846
Plywood, sq. ft.	61,088
Poles:	
power, creosoted	3
power, penta-treated	99
Polyethylene center strip, lin. ft.	181,800
Posts:	
bridge rail, steel	56
delineator	8,273
fence, galvanized for chain link	14,374
fence, snow	17,975
fence, wood, penta-treated	12,619
fence, woven wire	334,889
for bracing plantings, (n.c.)	1,689
guard, wood, penta-treated, f.b.m.	7,937
guard, wood, untreated, f.b.m. (n.c.)	704
guard rail, steel, galvanized	70,245
guard rail, wood, penta-treated	1,143
handrail, aluminum	4,186
handrail, steel	1,384
sign, steel	93
sign, wood, creosoted, lin. ft.	4,564
sign, wood, penta-treated, lin. ft.	190,938
Protective coat, gals.	132,588
Reflectors, delineator and sheeting	26,458
Sealant, bridge deck, gals. (n.c.)	11
Seeds, lbs.	794,834
Sheeting, reflective, sq. ft.	112,456
Sign blanks, aluminum	1,937
Sign panels:	
extruded aluminum, sq. ft.	2,639
reflectorized, sq. ft.	1,350
Signs, standard	1,205
Slabs, bridge, precast, concrete	490
Sodium chloride (rock salt), tons	302,858
Soil retention blanket, sq. yds.	204,450
Solvent, xylene for thinning tar paint, gals.	15,085
Steel:	
bars, reinforcement, lbs.	90,599,702
bolts and expansion hooks, lbs.	25,248
cable, road guard, lin. ft.	1,200
cutting edges for graders and narrow plow blades, lbs.	375,875
dowel bar assembly, lbs.	1,198,429
fabric reinforcement, lbs.	19,432,292
frames and grates, lbs.	507,911
miscellaneous, lbs.	516,450
plate beam guard rail, galvanized, lin. ft.	589,512
stainless, lbs.	205
structural, lbs.	27,138,715
Tape, pavement marking, reflectorized, sq. ft.	22,072
Thermoplastic pavement marking materials, lin. ft. (n.c.)	218,790
Tile:	
drain, clay, lin. ft.	21,902
drain, concrete—C-412, lin. ft.	78
Tubing, galvanized, lin. ft.	1,996
Water seal:	
polyvinyl plastic, lin. ft.	2,621
rubber, lin. ft.	2,226
Weed killer, amine & ester, gals.	5,883
Wire:	
barbed, galvanized, lin. ft.	3,848,130
rope, lin. ft.	3,244
snow fence, lbs. (n.c.)	41,700
tension, lin. ft.	2,000
ties, snow fence	200,000

Table 29.—Concluded

AGGREGATE PRINT-OUT INDEX

TOTAL QUANTITIES OF AGGREGATES INSPECTED AND ACCEPTED DURING 1969*

(These quantities include aggregates inspected for other State Departments)

Materials	Quantities Accepted
Sand, Tons	
Class A Quality	1,514,417
Class B Quality	496,642
Class C Quality	14,157
Fine Blending	307,447
Gravel, Tons	
Class A Quality	1,279,622
Class B Quality	187,748
Class C Quality	1,145,834
Class D Quality	1,802,343
Class D Stabilized	511,051
Stone, Tons	
Class A Quality	1,244,393
Class B Quality	1,932,971
Class C Quality	1,226,546
Class D Quality	4,809,009
Class D Stabilized	531,672
Screening	43,175
Rip Rap and Fill	227,414
Stone Sand	133,919
Blotter, Tons	337,114
Granular Material & Backfill, Tons	953,565
Limestone, Agricultural, Tons	23,889
Mineral Filler, Tons	143,087
Slag, Blast Furnace, Tons	43,877
Slag, Wet Bottom, Tons	18,394
Fly Ash, Tons	7,455
Chat, Tons	6,872
Synthetic Aggregate, Tons	13,282
WBM, Tons	59,603

*Bridge Deck Sealant Sand (although an aggregate) was not included in the data processing work.

TABLE 30.—QUANTITIES OF MAINTENANCE TOOLS AND SUPPLIES ACCEPTED BY INSPECTION DURING 1969

Item	Quantities Accepted	Item	Quantities Accepted
Augers, posthole, each	42	Fuses, red light, all, dozen	2,086
Axes, single bit, each	384	Goggles, safety, pairs	**
Barricade horses, sets	1,974	Hacksaw Blades, all	3,980
Bars, wrecking	160	Hacksaw Frames, each	117
Bits, wood auger, all	150	Handles, tool, various, dozen	135
Braces, Ratchet bit	39	Hard Caps and Hats, complete	**
Brooms, all	1,383	Kits, first-aid, empty, all	754
Brushes, paint, all	2,928	Pliers, slip-joint, all	1,056
Cans, Asphalt pouring, all	204	Pneumatic Tools:	
Cans, water, insulated, all	535	Asphalt Cutters, all	660
Canvas Sampling Bags	10,000	Concrete Breakers, all	2,301
Chains, Accessories, each	6,789	Hollow Drill Steel, all	42
Chains, safety, feet	4,700	Drill Bits, rock	342
Chains, welded BBB coil, feet	8,300	Concrete Bushing Tool	12
Chains, tow-15 ft., all	454	Post Drivers, all	50
Chisels, all	399	Rope, manila, all, feet	22,800
Cloths, wiping, pounds	*	Saws, various	348
Crowbars	97	Saw Blades, Pole, extra	66
Cutters, bolt, all	152	Tables, roadside, rustic	***
Diggers, posthole	84	Torches, kerosene, warning	1,467
Extinguishers, fire, all	**	Torches, extra wicks, dozen	129
First Aid Supplies (packaged items) Units	12,851	Traffic Cones, various	**
Flags, red danger, W/O staff, all	28,954	Tripods, warning	1,527
Flag Staff, (red danger flag), each	1,092	Vests, all	3,244
Flasher, warning lights	**	Wrenches, all	**

*Open-end contract-final tally not available.
**To be purchased on an individual basis by each district (1969 only).
***Final tally not available.

A total of 545 samples, representing 794,834 pounds of seed, were tested during the year. Through this inspection, the Division of Highways insures use of pure, viable seed for highway planting. This work and the destruction of the weeds along the highways by the maintenance forces help to prevent the propagation of weeds and other undesirable plant life.

5. SOIL.—During the year 1969, a total of 1336 soil samples were received. Included were: classification samples, topsoil samples, soil stabilization design samples and Shelby-Tube samples.

Shelby-Tube samples of undisturbed soil continued to comprise the bulk of the samples. A total of 877 tubes were received which were further divided into 3070 specimens for shear strength, consolidation, and density testing. Using parameters obtained from these tests, analyses were made and corrective design or construction features initiated for 32 separate highway projects. The Division's computer was utilized to a high degree for embankment stability studies. Computor applications enabled more complete and detailed analyses to be performed.

A change in the topsoil article in the materials section of *The Standard Specifications for Road and Bridge Construction* resulted in 334 samples being submitted for grain-size and pH testing.

A representative of the Soils Section again served with members from the Bureaus of Construction, Design, and Public Roads on a committee to review soil reports and recommendations submitted for highway projects involving State funds.

Various new products and procedures in soils engineering were evaluated and recommendations made. A central repair and calibration station for nuclear moisture-density equipment was established complete with parts inventory.

Finally, soils laboratory personnel are continuing cooperative testing for the Soil Conservation Service. As a result of this cooperative testing, engineering properties of the various Illinois soils sampled by the Soil Conservation Service are now included in their published soils reports.

6. CONTROL OF CONCRETE MIXTURES.—Beam specimens were made and tested in nine of ten highway districts during 1969 to provide an index of the effectiveness of the control of concrete mixtures. Cylinders were made and tested in one district on most projects under State, FAS, County and City sections.

The results of 23,400 flexural tests and 6,200 compressive tests representing the standard strength air-entrained concrete were reported to the Bureau during 1969. Table 31 shows the average 14-day flexural strength in comparison with similar data obtained in previous years. The results obtained in 1969 for State sections show an increase over 1968 for both pavement and structure concrete. Table 32 shows the average 14-day compressive strengths. The results obtained in 1969 are similar to the data obtained in 1968, for both State and City, County and Township sections. Cylinders and beams made and tested represent concrete placed from November 1, 1968 to October 31, 1969.

INSPECTION OF PRECAST PRESTRESSED CONCRETE BRIDGE BEAMS AND PRECAST CONCRETE PIER CAPS.—During the year 1,732 precast prestressed concrete beams were accepted for use in the construction of new bridges and widening of old bridges. This included 1,298 deck beams and 434 I-beams.

Also accepted were 19 precast concrete pier caps.

Besides the observation of the processes involved and the condition of the completed product, the concrete was controlled by approximately 5,000 air content and 5,000 slump tests, as well as the moulding and testing of approximately 10,400 concrete cylinders.

TABLE 31.—NUMBER OF BEAMS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1969 AND COMPARSION OF STRENGTH FROM YEAR TO YEAR.

Class and Type of Construction	Number of Beams Tested in 1969		Average 14-day Modulus of Rupture in Pounds per Square Inch				
	Total	At 14 Days	1969	1968	1967	1966	1965
State sections—pavement	2504	1072	860	839	842	820	824
State sections—structures	8060	4012	852	834	835	833	821
County, city, and township sections—pavement	471	202	797	814	841	822	786
County, city, and township sections—structures	659	319	810	815	831	787	794

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 160 beams averaging 742 psi, and 167 beams averaging 845 psi at 7 and 14 days, respectively, for pavement concrete; 616 beams averaging 751 psi and 606 beams averaging 838 psi at 7 and 14 days, respectively, for structure concrete. These beams are not included in the above table.

Two breaks were made on each beam and the number of tests is twice the number of beams shown.

TABLE 32.—NUMBER OF CYLINDERS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1969 AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Cylinders Tested in 1969		Average 14-day Compressive Strength in Pounds per Square Inch				
	Total	At 14 Days	1969	1968	1967	1966	1965
State Sections—pavement	1168	486	4320	4527	4429	4350	4029
State sections—structures	1318	581	4250	4204	4304	4439	4034
County, city and township sections—pavement	986	271	4555	4526	4205	3673	3966
County, city and township sections—structures	2759	790	4306	4252	4218	3835	3973

Notes: The average strength for county, city, and township sections for both pavement and structures include test results obtained from various commercial testing laboratories as well as regular state test results.

Tests of Concrete Pavement Cores.—There were 3128 pavement cores tested in 1969. Compressive strength tests were made on 1361 with the following results:

Number of Cores	118	63	500	454	187	39
Age Range-Months	2—3½	4—5½	6—9½	10—14½	15—21½	22—24
Average Age-Months	2.93	4.40	7.37	12.16	16.79	23.92
Average Strength-PSI	5496	5025	6230	5534	5613	6600

Air content determinations were made on 1767 cores. The State, as a whole, had respective average air contents for the concrete in the plastic and hardened state of 5.4 and 4.9 per cent. The concrete is designed for 5 per cent for the specification range of 4 - 7 per cent. The air content of the cores for the different ranges was distributed as follows:

			Per cent Range of Air Content						
	0.0 — 0.9	1.0 — 1.9	2.0 — 2.9	3.0 — 3.9	4.0 — 4.9	5.0 — 5.9	6.0 — 6.9	7.0 — 7.9	Over 7.9
No. of Cores	14	26	105	312	481	413	255	112	49
Percent of Total	0.79	1.47	5.94	17.66	27.22	23.37	14.43	6.34	2.78

7. HOT-PLANT BITUMINOUS MIXTURES.—In past years, Class I bituminous mixtures were the primary source of hot-mix production for the State. Since, 1964, there has been a steady increase in the use of Bituminous Aggregate Mixture for stabilized subbase and shoulder construction. Listed below are the various mixtures with the laboratory and plant tests necessary for their design and control.

Class I—During the 1969 construction season, 108 bituminous paving plants were used in the manufacture of approximately 2,161,000 tons of Class I bituminous mixtures for use in resurfacing of approximately 533 miles of rigid base pavement, 108 miles of flexible base pavement, and in placing approximately 1,134,284 square yards of bituminous patching on old rigid-base pavement.

The class I mixtures used in these types of construction consist of binder and surface course mixtures uniformly graded to produce a dense-graded mixture. The binder course mixture has a 1-inch top size aggregate, and is placed in 1 1/2 - 1 3/4 inch compacted lifts. The surface course mixture has a 1/2 inch top size aggregate and is placed in 1 - 1 1/2 inch compacted lifts.

(a) *Design of Class I Mixtures.*—Representative samples of the materials to be used in the production of Class I mixtures were submitted by the districts to the Springfield or Chicago laboratory for Marshall Design Tests. Trial batches were prepared in the laboratory using these materials to determine the Marshall and high pressure air meter characteristics of the mixture. From these data, a job mix formula was established that would give a satisfactory Marshall Stability and Flow at low air voids under specific traffic conditions.

(b) *Control of Class I Production.*—The control of hot-mix bituminous plants is under the direct control of the district materials section and general supervision of the Bureau of Materials. Approval for production is granted by the Bureau of Materials based on an inspection and survey made by district personnel. Every five (5) years, a new inspection is made of each plant for revaluation. This year, fifty-nine (59) plants were either approved or reapproved for production by the Bureau of Materials. This year a change in policy permits all pugmills to be rated on 115% of the net volume below centerline of the mixer shafts.

The proportioning of the various materials used in producing Class I mixtures is performed by a representative of the district. Daily check samples of the bituminous mixtures were sent to the Springfield or Chicago laboratory for extraction and/or Marshall tests. The day following each day's production, cores were taken of the compacted mixture to determine the density of the pavement. Test results were promptly forwarded to the Proportioning Engineer at each plant to aid him in control of the bituminous mixtures.

A total of 411 extraction samples and 337 Marshall samples of binder course mixtures were submitted from material produced for use in State contracts. The Marshall samples had an average Stability of 2059 pounds, and an average flow of 12.0, with an air void content of 2.05% as determined by the high pressure air meter.

A total of 730 extraction samples and 599 Marshall samples of surface course mixture were submitted from material produced for use in State contracts. The Marshall samples had an average Stability of 2063 pounds, an average flow of 11.4, with an air void content of 1.88 as determined by the high pressure air meter.

A total of 3,535 cores were cut from the bituminous pavement at various locations. All of these cores were tested for density based on the high pressure air meter. These tests show that the average in-place binder course density was 95.2 of a voidless mixture. The average density of surface course mixture was 94.8.

Bituminous Aggregate Mixture.—During the 1969 construction season, approximately 4,390,000 tons of Bituminous Aggregate Mixture was produced for use in the construction of stabilized base and stabilized shoulders on State contracts. This mixture is composed of virtually any CA 6 gradation meeting the description and quality requirements for coarse aggregate as per our Standard Specifications, or a blend of materials to meet these requirements. An asphalt cement or liquid asphalt is used to stabilize the aggregate.

The materials normally used for the manufacture of Bituminous Aggregate Mixture do not require preliminary mix design. When the districts anticipate an unusual combination of aggregates to be used for this type of mixture, the Springfield laboratory will run preliminary tests on request.

The production capacities of hot-mix plants used for the production of Bituminous Aggregate Mixture is set by district personnel based on the capabilities of a plant to produce a dry, uniformly coated mixture. The proportioning of the mixture is handled by district personnel. This year, approximately 1065 samples were submitted to the Springfield laboratory for extraction and/or Marshall Tests. The day following each day's production, cores were taken of compacted mixture to determine compliance to the specified density. Test results were promptly forwarded to the Proportioning Engineer at each plant to aid him in control of the bituminous mixture.

8. INVESTIGATIONS.—Summary reports of the major studies or investigations conducted or in progress during 1969 follow.

(a) *Field Investigation.*—This year, hot-mix silos were introduced in the production of high-type bituminous mix production. These silos were used for surge rather than the storage of mixtures.

Presently, there is a job with an "end result specification" under contract in the Elgin district initiated by the Bureau of Materials. This specification places all responsibility for the design, production, and placement of the bituminous mixture on the contractor with acceptance based on tests performed on the final product.

(b) *Laboratory Investigation.*—Additional testing and investigation was made on all new and/or special bituminous mixtures. When trouble was encountered in pavement performance, follow-up tests were made and compared to mix design requirements.

Presently, the Bituminous Section has embarked on a testing program to establish a test procedure for evaluating the design characteristics of low-type bituminous mixtures using liquid asphalts.

Testing procedures were established and results evaluated on new products submitted to the Bureau of Materials by the Bureau of Research and Development.

9. ANNUAL REPORT—SERVICE SECTION.—Major projects completed in the machine shop consisted of building 40 Low Pressure Concrete Air Meters, 25 Transverse Testing Machines, 1400 Shelby Tubes and the preparation of approximately 1400 metal test specimens. Repairs were made to various laboratory test equipment and field test equipment. Calibration of gauges for compression test machines and post-tensioning beds were made in district locations throughout the State.

Maintained the equipment and building facilities at 126 East Ash Street, Springfield and the Chicago Branch Laboratory.

A variety of wood structures were built in our carpenter shop and repairs made to office equipment.

PHOTOGRAPH LABORATORY REPORT DECEMBER 31, 1969

PRINTS:	QUANTITIES
5 x 7	54
8 x 10	1330
8½ x 11	12
FILM:	
2½ x 3¼	1160
8 x 10	408
11 x 14	302
PROJECTION PLATES:	
3¼ x 4	3
SLIDES 35 mm:	
2 x 2	31
MOUNT MAPS	11
MOVIE FILM	1000 feet
PHOTOSTAT PRINTS	12591

X. MAINTENANCE

1. GENERAL.—Maintenance of the State highway system is the responsibility of the Bureau of Maintenance. The work is directed by two sections established in the Bureau: (1) the Maintenance Section, and (2) the Day Labor Section.

The Maintenance Section is concerned with budgetary control of maintenance funds; establishing policies; procurement of materials, equipment and supplies; development of training material; supervision of contract maintenance funds; supervision of the Division of Highways radio communication system and the supervision of all maintenance activities of the ten highway Districts.

The Day Labor Section performs construction and maintenance work of a specialized or emergency nature throughout the State. The organization is composed of seven units with approximately 19 specialized field crews who are equipped and manned for particular types of work. This section is awarded projects which are normally not suitable for the regular contract lettings. These crews also handle many highway and bridge projects of an emergency nature.

A Roadside Development Unit supervises the development and maintenance of roadside plantings, landscaping and rest areas. This unit is also concerned with the acquisition of scenic easements, location and construction of new rest areas and buildings, and control of junkyards and billboards. Personnel from this unit also provide services to other Bureaus in matters relating to Roadside Development, which includes a review of new highway locations and the erosion control aspects of highway design.

Each of the ten highway Districts is under the jurisdiction of a District Engineer. Included in each District organization is a District Engineer of Maintenance who is responsible for the maintenance of State highways in that District. The District maintenance organization includes Maintenance Field Engineers, each in charge of highway maintenance in a portion of the District; Highway Maintenance Supervisors, each directing the work of approximately 8 to 15 Section crews; Highway Section Men, each responsible for the maintenance work on 18 to 25 centerline miles of highway; and Highway Labor Foreman, supervising crews doing specialized or heavy maintenance work. Each District also has a Bridge Maintenance Engineer who directs a special crew in the performance of bridge repairs in the District and a Landscape Architect who supervises the work involved with trees, landscaping, vegetation control, rest areas, etc.

Implementation of a new field organization for District maintenance field forces was begun on July 1, 1969, but the costs and mileage in this report for 1969 are based on the old field organization. Details of this reorganization are given later in this report under "Maintenance Field Organization."

2. MILES MAINTAINED.—The Bureau of Maintenance is responsible for maintaining all highways which are under the jurdisdiction of the Illinios Division of Highways. Most of the mileage is maintained directly by State highway maintenance forces, but in some instances a municipality, or county, may maintain a State section under an agreement wherein the State pays the local government for this service.

A summary of the mileages maintained as of December 31, 1969, is given in the tabulation which follows:

Highway Class	Miles Maintained	
	Centerline Miles	Lane Miles
Interstate	975.25	3,947.3
Regular	*14,564.52	*31,588.2
Expressways	132.21	829.9
Sub-Total	15,672.08	36,365.4
Municipal Street Maintenance (by agreement)	693.96	
Total	16,366.04	

*The "Regular" system includes 117.95 Centerline Miles and 234.2 Lane Miles of "City Streets" maintained by State forces.

3. COSTS AND COST PER MILE.—Costs are directed to 47 individual work functions in eleven general categories. Table 33 shows the list of the work functions and their respective categories. The details concerning Interstate, Regular, and Expressway Maintenance costs for 1969 are shown in tables 34, 35, and 36, respectively. 1969 maintenance expenditures by budget items are shown in table 37. A brief overall picture of mileage, costs, and cost per mile is shown in the following tabulation.

	Centerline Miles	Lane Miles	Cost of Maintenance	Cost per Centerline Mile	Cost per Lane Mile
Interstate	975.25	3,947.3	$ 4,193,264.28	$ 4,299.68	$1,062.31
Regular	*14,564.52	*31,588.2	41,777,916.40	2,868.47	1,322.58
Expressways	132.31	829.9	4,662,278.76	35,237.53	5,617.88
Sub-Total	15,672.08	36,365.4	50,633,459.44	3,230.81	1,392.35
Municipal Streets (by agreement)	693.96		765,130.48	1,102.56	
Total	16,366.04		$51,398,589.92	$3,140.56	

*Includes 117.95 Centerline Miles and 234.2 lane miles of "City Streets" maintained by State forces.

The expressway maintenance data shown above is for the Edens, Kennedy, Eisenhower, Dan Ryan, Stevenson, Calumet, and I-57 (Moline) Expressways, all of which are in the Chicago metropolitan area. Most of this expressway mileage has Interstate route markings and consists of 6, 8, 10, and more, laned highways. On some sections of these expressways as many as 200,000 vehicles use the facility daily. Maintenance work on, or near, the pavement is extremely difficult during the hours of maximum traffic density. Some of the work is done at night, or in the early morning, when traffic volume is lowest.

TABLE 33.—TABULATION OF WORK ITEMS INCLUDED IN EACH OF THE MAJOR WORK CATEGORIES

Category	Work Items	Units
Main Line Roadway Surface Operations	Bituminous Surface Patching	Tons
	Permanent Patching	Sq. Yds.
	Crack Filling	Gals.
	Bump Burning and Joint Cutting	Lin. Ft.
	Mud Jacking and Undersealing	Cu. Yds.
	Sealing	Sq. Yds.
Frontage Roads	Bituminous Surface Patching	Tons
	Permanent Patching	Sq. Yds.
	Sealing	Sq. Yds.
	Base Repair	Tons
	Crack Filling	Gals.
Shoulders and Side Approaches	Sealing	Sq. Yds.
	Patching (Hand Method)	Tons
	Patching (Machine Method)	Tons
	Cutting High Shoulders	Cu. Yds.
	Blading and Dragging	Miles
	Filling Edge Joint	Miles
Roadside and Drainage	Repairing Slopes	Cu. Yds.
	Ditches (Hand Method)	
	Ditches (Machine Method)	Cu. Yds.
	Clean and Repair Sewers, etc.	
	Walls, Cribbing and Rip Rap	Sq. Yds.
	Care and Removal of Trees and Plants	
	Mowing (Hand Method)	
	Mowing (Machine Method)	Acres
	Reseeding and Resodding	Acres
	Weed Spraying	Acres
	Cleaning Dirt and Debris (Hand)	Lane Miles
	Cleaning Dirt & Debris (Equipment)	Miles
Bridge Structures	Repair & Maintain Bridges	
	Cleaning Bridges	Lin. Ft.
Snow & Ice Control	Snow Removal	Operating Hrs.
	Erect & Remove Snow Fence	Lin. Ft.
Traffic Services and Facilities	Guard Rail Maintenance	Lin. Ft.
	Right-of-Way Fence Maintenance	Lin. Ft.
	Maintenance of Rest Areas and Historical Markers	Each
	Weight Station Maintenance	Each
	Subway Pumping (Includes cleaning)	Each
	Disaster Maintenance	
Maintenance General Functions	General Duties	
	Lost Time	
Equipment Maintenance	Trucks	
	Other Equipment	
Traffic Signing	Sign Maintenance	
Miscellaneous	Supervisor	
	Office Personnel, Storekeeper, etc.	

TABLE 34.—1969 INTERSTATE MAINTENANCE COSTS

The Interstate System contains 975.25 Centerline Miles and 3,947.3 Lane Miles of Pavement

Category	Cost	Percent of Total	Cost Per Centerline Mile	Cost Per Lane Mile
Mainline Roadway Surface	308,204.92	7.35	316.03	78.08
Frontage Roads	27,675.54	0.66	28.38	7.01
Shoulders and Side Approaches	143,828.96	3.43	147.48	36.44
Roadside and Drainage	777,431.20	18.54	797.16	196.95
Bridge Structures	112,798.81	2.69	115.66	28.58
Snow and Ice Control	548,059.64	13.07	561.97	138.83
Traffic Services and Facilities	154,731.45	3.69	158.66	39.20
Maintenance General Functions	389,134.93	9.28	399.01	98.58
Equipment; Purchases, Maintenance Gas and Oil	642,827.41	15.33	659.14	162.86
Miscellaneous: Supervisors, Storekeepers, Sign Maintenance	125,797.93	3.00	128.99	31.87
Miscellaneous Materials and Services, Travel	160,182.70	3.82	164.25	40.58
Time Off; Holidays, Vacation, etc.	376,135.81	8.97	385.68	95.29
Administration and Supervisions, Retirement, Social Security	426,454.98	10.17	437.27	108.04
Total	$4,193,264.28	100.00	$4,299.68	1,062.31

TABLE 35.—1969 REGULAR MAINTENANCE COSTS

The Regular System contains 14,564.52 Centerline Miles and 31,588.2 Lane Miles of Pavement

Category	Cost	Percent of Total	Cost Per Centerline Mile	Cost Per Lane Mile
Mainline Roadway Surface	7,018,689.95	16.80	481.90	222.19
Frontage Roads	104,444.79	.25	7.17	3.31
Shoulders and Side Approaches	2,230,940.74	5.34	153.18	70.62
Roadside and Drainage	5,243,128.51	12.55	359.99	165.98
Bridge Structures	1,140,537.12	2.73	78.31	36.11
Snow and Ice Control	4,775,215.84	11.43	327.87	151.17
Traffic Services and Facilities	701,869.00	1.68	48.19	22.22
Maintenance General Functions	3,141,699.31	7.52	215.71	99.46
Equipment; Purchases, Maintenance Gas and Oil	6,375,310.04	15.26	437.73	201.82
Miscellaneous; Supervisors, Storekeepers, Sign Maintenance	1,508,182.78	3.61	103.55	47.75
Miscellaneous Materials and Services, Travel	1,366,137.87	3.27	93.80	43.25
Time Off; Holidays, Vacation, etc.	3,918,768.56	9.38	269.06	124.06
Administration and Supervision, Retirement, Social Security	4,252,991.89	10.18	292.01	134.64
Total	$41,777,916.40	100.00	$2,868.47	$1,322.58

TABLE 36.—1969 EXPRESSWAY MAINTENANCE COSTS

The Expressway System Contains 132.31 Centerline Miles and 829.9 Lane Miles of Pavement

Category	Cost	Percent of Total	Cost Per Centerline Mile	Cost Per Lane Mile
Mainline Roadway Surface	365,056.43	7.83	2,759.10	439.88
Frontage Roads	0.00	0.00	....	....
Shoulders and Side Approaches	50,352.61	1.08	380.56	60.67
Roadside and Drainage	1,494,726.57	32.06	11,297.15	1,801.09
Bridge Structures	227,519.20	4.88	1,719.59	274.15
Snow and Ice Control	455,504.63	9.77	3,442.71	548.87
Traffic Services and Facilities	316,102.50	6.78	2,389.10	380.89
Maintenance General Functions	217,728.42	4.67	1,645.59	262.35
Equipment; Purchases, Maintenance, Gas and Oil	422,402.46	9.06	3,192.52	508.98
Miscellaneous; Supervisors, Storekeepers, Sign Maintenance	59,677.17	1.28	451.05	71.91
Miscellaneous Materials and Services, Travel	747,829.51	16.04	5,652.10	901.11
Time Off: Holidays, Vacation, etc.	87,184.61	1.87	658.94	105.06
Administration and Supervision, Retirement, Social Security	218,194.65	4.68	1,649.12	262.92
Total	$4,662,278.76	100.00	$35,237.53	$5,617.88

TABLE 37.—MAINTENANCE EXPENDITURES

Calendar Year 1969

Line Item	Amount
Regular Positions	$27,363,595.29
Extra Help (Hourly)	2,641,346.55
Contractual Services	3,989,239.39
Travel	103,969.04
Commodities	7,087,057.20
Equipment Purchases	3,343,131.45
Operation of Automotive Equipment	700,400.71
Awards for Minor Damages	166.56
Contributions to Retirement System	1,855,833.90
Contributions to Social Security	150,006.11
Contract Maintenance	4,163,843.72
Total	$51,398,589.92

Other factors contributing to higher maintenance costs on expressways are more extensive drainage problems on depressed sections, greater number of structures to maintain, more rigid requirements for snow removal and ice control, and more extensive care of landscaping and control of vegetation. These services together with generally higher wage scales in the metropolitan area result in the annual cost per centerline mile for maintenance of expressways of $35,237.53.

When reduced to a cost per lane-mile, maintenance cost of expressways is over 4 times that of the "Regular" highways and if converted to a cost per vehicle mile, the maintenance of expressways would be considerably less than that of other State highways.

4. MAINTENANCE FIELD ORGANIZATION.—In the latter part of 1968, a study was initiated to review the operations of our District Maintenance field forces and to review the maintenance operations in other states in an attempt to develop a more efficient organizational structure for present day conditions. A consulting firm was hired to make this study. They submitted their recommendations in early 1969 and soon thereafter it was decided to implement their recommended plan with a few minor modifications.

The basic work unit in the District Maintenance field organization has been the "Maintenance Section." A Maintenance Section normally consists of 18 to 25 centerline miles of highway and is made up of one or more cost units called Sub-sections. The Maintenance Section is normally manned by a 3-man crew. A Supervisor directs the work of approximately 8 to 15 Maintenance Section Crews. In addition, each District has several crews consisting of a foreman and equipment operators who do specialized work or projects too large for the Maintenance Section Crew.

Due to increased traffic volume and speeds and due to more demanding requirements in regard to flagmen, the size and number of warning signs, barricades, etc., for work on or adjacent to the pavement, it has become extremely difficult for a 3-man crew to do any work on the roadway surface.

The new work unit is called a "Maintenance Team Section." It also is made up of cost reporting units called "Sub-sections." Many Maintenance Team Sections consist of one county. A few contain 2 or 3 counties and in some of the heavily populated areas, there may be two or more Team Sections in a single county. There are 102 Maintenance Team Sections in the State as compared to 797 Maintenance Sections under the previous field organization. Team Sections normally contain from 100 to over 200 centerline miles of pavement.

Each Maintenance Team Section is under the jurisdiction of a supervisor and will normally have 3 to 5 foremen and 20 to 40 maintenance men and equipment operators. Crew arrangement is very flexible and will be modified for each assigned task. Within the Team Section, the foremen are not assigned to any specific area and the workmen and operators are not permanently assigned to a specific foreman.

The manpower assigned to each Team Section is based on the lane miles to be maintained, traffic density, and the number of men necessary to carry out snow removal operations to the desired level of service. Travel distance to headquarters was also given some consideration in establishing the size of the Team Sections.

Implementation of this change was started on July 1, 1969, but the reporting of labor, accomplishments, etc., to the new organizational units did not begin until January 1, 1970. The costs and mileage data shown in this report for 1969 are all developed from data reported to the old work units and cost units.

This reorganization required much work in revising our system of maintenance records, consisting of maps for the new units, record cards, roadway inventory, time reporting documents, etc. A few District "Maintenance boundaries" were modified in conjunction with the change. This change also required a major overhaul in the computer programs and systems dealing with Maintenance Cost Accounting and our system of Maintenance Management Reports that were initiated July 1, 1967.

The reorganization has resulted in a reduction in the number of field employees. We feel it will also result in more efficient crews and in better scheduling and supervision of the work.

5. SPECIAL TEAM FOR IN-DEPTH INSPECTION OF MAJOR BRIDGES.—With the increased emphasis on bridge safety, and based on the age of many major bridges in Illinois, the Bureau of Maintenance determined a need for the capability of more detailed bridge inspections. It has been determined that 61.8 percent of all Illinois bridges were constructed prior to 1935.

The inspection capability is in-depth and will supplement a visual inspection performed on an annual basis by the District Bridge Maintenance Engineers. The Bridge Inspection Team functions under the Bureau of Maintenance and works throughout the State as a self-sufficient unit. Some 90 major structures have been selected for inspection by this team. The planning for this team was discussed in our 1968 Maintenance report and the major items of specialized equipment were listed and described.

In February, 1969, an Engineer was assigned to head the State-wide bridge inspection crew and three Engineering Technicians were selected to fill out the technical personnel on the crew. The engineering personnel engaged in testing and familiarizing themselves with the equipment used in the in-depth inspection and in securing and setting up office facilities and securing plans of the bridges selected for inspection. On May 26, two Highway Equipment Operators began work, bringing the crew to full strength.

On May 26 through 28, the inspection crew took part in the inspection of the Memorial Bridge over the Mississippi River at Bettendorf, Iowa, and the I-80 bridge crossing the Mississippi at LeClaire, Iowa.

In June, the crew began the in-depth inspection of the Illinois River Bridge at Beardstown. This bridge was selected because of its close proximity to Springfield and because it contained most components found in major river bridges. One major and time consuming operation included drilling and setting anchor bolts in each pier nose and two permanent control markers near each abutment. The E-6 geodometer from the Aerial Surveys Section was used to shoot the distances from the control markers to the anchor bolts in each pier nose. Calculations were required to resolve the readings into lineal measurements and additional calculations to convert these distances into plan horizontal measurements. These measurements will allow us to make checks for any horizontal pier movement. On the second inspection, only lineal measurements will be required to make this check.

During this period, the crew tried a DI-10W Distomat, an infra-red geodometer unaffected by temperature and capable of direct readings with an accuracy of ± 1 cm and a range of 1000 meters. On the basis of tests conducted between measured markers established by Aerial Surveys and on the Beardstown Bridge, it was decided to use the DI-10W Distomat and specifications for its purchase have been prepared.

Elevations of the deck, at 25 foot intervals, and pier cap elevations were taken. Taking these elevations presented problems due to vibration of the bridges. The use of a laser beam has been investigated but the instruments currently available diffuse their beams too much over the distances we require to give satisfactory results. Additional investigation into the use of this type equipment is warranted in order to increase the efficiency of this phase of inspection.

Upon completion of the inspection at Beardstown, three additional bridges received their physical inspections along with setting controls and anchors. These bridges are located over the Illinios River at Florence, Meredosia and Havana.

Photographs have been taken of all piers and any deficient areas on these bridges and notes and charts are being compiled into a final form for a bound report. This report will include a history of the bridges and results of the first inspection in-depth. It is felt that future inspections will be inserted into the same binder to provide a ready reference on any problems or deficiencies the bridge may have or may develop. The Bridge Inspection Crew, in addition, has used its equipment for specialized inspections; the latest for the substructures on U.S. Route 45 (Mannheim Road) over the DesPlaines River near Chicago and the substructure on Interstate 270, the Chain-of-Rocks Mississippi River Bridge struck by barges on November 2, 1969. The crew conducted inspections of some of the oldest bridges on the State System over the Sanitary and Ship Canal in the Chicago area. It is anticipated final inspection reports on most of the bridges will be completed during the winter months.

To date, the inspections indicate an increased need for routine maintenance, careful design of drainage systems, a modification of concrete design around bearings and more careful inspection of cleaning structural steel prior to painting. The decks on most of these bridges show a need for repairs, sealing and surfacing.

6. ROADSIDE DEVELOPMENT.—During 1969, selective mowing programs gained new favor among the various Districts. Dramatic results were observed on test sections and the Illinois concept of selective mowing won the approval and praise of regional and Washington representatives of the Bureau of Public Roads.

This unit has continued, and expanded, its liaison activities on projects involving the Department of Economic Development, the Department of Agriculture, the Department of Conservation, the Department of Public Health, the State Historian, the Illinois Natural History Survey and the University of Illinois.

Landscape Architects from this unit participated in the activities of the grading-review team of the Bureau of Design on various projects during 1969.A continuing education program was created for the purpose of helping District Roadside Development Offices keep abreast of a rapidly changing technology in the field of plant sciences. Two programs were presented in 1969 and additional programs will be presented during 1970. We have continued our participation in the specific-task training program, with four presentations of the eight hour erosion control class.

Activities involving Interstate rest area development and primary rest area maintenance were continued throughout 1969.

A preliminary study of injury to roadside plantings from salt was initiated in 1969 with the Illinois Natural History Survey.

7. RADIO COMMUNICATIONS.—Early in 1969, two emergency communication vehicles were received by the Bureau of Maintenance. These vehicles are for use in any emergency in the State that requires a concentration of men and/or equipment and where an on-site communication center is needed to coordinate the activities of the group.

The vehicles consist of a Travco van body mounted on a Dodge truck chassis and containing Motorola and Johnson radio equipment. The units are completely mobile and self contained. The maximum time required to travel to a location anywhere in the State is approximately 4 hours.

The communications facilities include a two-position radio console with radios operable on the following systems: Illinois Division of Highways, State Civil Defense, County Sheriffs, the regular State Police network, Illinois State Police Emergency Radio network (ISPERN), the State Highway Systems for the neighboring States of Iowa, Missouri, Kentucky, and Indiana and all 23 channels of Citizens Band radio. In addition, each unit has an 11 channel mobile telephone and two portable, 2-way, personal radios for use by personnel working in close proximity to the van.

The power to operate the equipment is supplied by a gasoline driven generator or by commercial, 110 volt power when available. In case of failure of both power sources above, a limited operation can be carried on by using the vehicular engine and a dual battery system.

One of the vans was used during the spring floods on the Mississippi River in the northwestern part of the State.

8. EMERGENCY PLANNING.—In 1969, the department became involved for the first time in an all out effort to prevent flood damage. Due to forecasts of flooding on the upper Mississippi River, which was expected to exceed the flood stages of 1965, all State departments were alerted to expected conditions. On March 18, 1969, a meeting was held between the U.S. Corp of Engineers, Illinois Civil Defense Agency, Illinois Department of Public Works and Buildings, and Illinois Department of Health. At this meeting, agreements were made as to what preventive measures each of the organizations and the local political subdivisions involved would make. This was the start of "Operation Foresight."

The Department of Public Works and Buildings assisted in the flood prevention preparations by building the following "levees."

1. Assist City of East Dubuque and U.S. Corp of Engineers at East Dubuque.
2. On Illinois 84 from Plum River south for about two miles.
3. On Illinois 84 for the two mile stretch from Otter Creek to Fulton.
4. On Illinois 84 from Chicago and Northwestern Railroad crossing to Intersection of U.S. 30.
5. On U.S. 30 from the intersection of Illinois 84 and U.S. 30 east to the underpass under the Chicago and Northwest Railroad, four miles.
6. On the Meredosia levee, the guard rails and posts had to be removed. The Division also had the responsibility of the "flood fight."
7. On Big Island Road southwest of Milan for two miles.
8. Raise the Horseshoe levee at Gulfport.

9. Help the county and U.S. Corp of Engineers at Niota to raise the old levee and railroad road bed from the junction of Illinois 96 and 9 south for approximately one mile.

During the time work was being done on these projects, one of our Mobile Communication units was located in Albany. District 2 operated the unit and coordinated the work of our forces in the area. They also had radio contact with State Civil Defense and local civil defense forces, the local sheriff's offices and the State Police.

After the flood, most of the levees we had built had to be removed or pushed aside.

The estimated cost to the Division for the preventive work and clean up was approximately $300,000.

The Division was also involved with one tornado and a number of other localized flooding conditions throughout the State in 1969.

9. SNOW REMOVAL AND ICE CONTROL.—Table 38 summarizes the cost of Snow Removal and Ice Control work for the entire State, and by Highway Districts in three zones during 1969. Table 39 shows a comparison of annual Snow Removal and Ice Control costs for the entire State and for the northern zone for the past 37 years.

A total of 238,720 tons of rock salt was applied during the winter months of 1969 and 4040 tons of calcium chloride were used for treatment of abrasives, for spreading at intersections and hazardous locations, and for mixing with salt to give better results at very low temperatures.

Storm warning services, provided by two companies specializing in industrial meteorology, are utilized during the winter season. The Division of Highways' State-wide radio system has been very valuable in snow and ice control operations.

TABLE 38.—SNOW AND ICE CONTROL COSTS - 1969

District or Zone	Centerline Miles	Lane Miles	Total Direct Costs	Cost Per Centerline Mile	Cost Per Lane Mile
1	1,552.29	4,028.8	1,409,697.36	908.14	349.90
2	1,686.49	3,664.1	928,131.50	550.33	253.30
3	1,825.89	3,871.3	952,950.34	521.91	246.16
4	1,570.18	3,408.1	825,396.61	525.67	242.19
10	*1,374.69	*4,967.8	*2,014,148.76	1,465.16	405.44
Total For Northern Zone	*8,009.54	*19,940.1	*6,130,324.57	765.38	307.44
5	1,965.62	4,068.5	545,794.30	277.67	134.15
6	1,511.38	3,221.7	382,967.29	253.39	118.87
Total for Central Zone	3,477.00	7,290.2	928,761.59	267.12	127.40
7	1,285.42	2,810.4	271,657.79	211.34	96.66
8	1,666.01	3,695.3	482,020.60	289.33	130.44
9	1,234.11	2,629.4	238,389.93	193.17	90.66
Total For Southern Zone	4,185.54	9,135.1	992,068.32	237.02	108.60
Total for Entire State	*15,672.08	*36,365.4	*8,051.154.48	513.73	221.40

*Includes Chicago Expressways, consisting of 132.31 centerline miles, 829.9 lane miles and direct snow and ice control costs of $648,791.95.

TABLE 39.—COMPARISON OF ANNUAL SNOW REMOVAL AND ICE CONTROL COSTS
1933-1969

	For Entire State			For Northern Zone Only		
Year	Centerline Miles Reported	Total Cost	Cost Per Centerline Mile	Centerline Miles Reported	Total Cost	Cost Per Centerline Mile
1933	7,255.60	230,684.53	31.93	4,918.07	194,962.85	39.64
1934	9,159.49	270,675.51	29.55	5,312.61	172,411.55	52.45
1935	9,516.82	419,872.34	44.12	5,750.52	321,588.88	55.92
1936	12,693.90	1,098,427.54	87.01	6,930.00	806,784.24	116.42
1937	12,831.64	674,985.18	52.60	7,031.49	429,241.04	61.05
1938	13,175.75	593,173.22	45.02	7,186.40	458,994.91	63.87
1939	13,378.67	625,905.25	46.78	7,251.10	434,373.90	59.90
1940	13,615.49	1,109,962.53	81.52	7,351.29	719,854.25	97.92
1941	13,852.98	710,839.77	51.31	7,444.68	545,360.40	73.26
1942	13,940.95	847,779.92	60.81	7,475.51	587,462.68	78.58
1943	14,052.40	889,063.48	63.27	7,510.40	695,844.49	92.65
1944	14,092.54	849,457.98	60.28	7,524.38	568,333.34	75.53
1945	14,109.26	1,321,678.97	93.67	7,533.07	899,401.49	119.39
1946	14,112.63	1,106,379.30	78.40	7,528.65	742,121.84	98.57
1947	14,125.35	1,591,399.16	112.66	7,539.85	1,225,436.24	162.53
1948	14,133.95	1,747,642.76	123.65	7,543.44	1,236,310.15	163.89
1949	14,167.90	2,080,265.35	146.83	7,543.39	1,566,023.89	207.60
1950	14,224.37	2,281,113.17	160.37	7,549.64	1,621,433.03	214.77
1951	14,247.54	3,108,455.28	218.17	7,555.10	2,216,405.30	293.37
1952	14,255.57	3,166,286.93	222.11	7,558.39	2,254,554.09	298.28
1953	14,232.91	2,130,092.51	149.66	7,527.05	1,464,028.79	194.50
1954	14,267.41	2,408,941.59	168.84	7,539.21	1,758,156.08	233.20
1955	14,296.73	3,238,918.88	226.55	7,534.88	2,205,043.94	292.64
1956	14,344.06	3,141,550.47	219.01	7,550.62	2,006,771.16	265.78
1957	14,414.25	3,607,152.08	250.25	7,577.97	2,344,306.69	309.36
1958	14,399.75	3,682,249.99	255.72	7,551.42	2,560,757.60	339.11
1959	14,434.12	4,848,497.71	335.91	7,546.71	3,409,560.55	451.79
1960	14,552.86	6,501,513.74	446.75	7,580.21	4,556,140.51	601.06
1961	14,645.49	4,641,459.79	316.92	7,596.24	2,701,978.65	355.70
1962	14,710.79	7,731,480.26	525.57	7,591.37	5,528,379.93	728.25
1963	14,757.20	7,338,857.41	497.31	7,601.05	4,950,347.37	651.27
1964	14,869.39	7,417,795.67	498.86	7,633.54	4,810,267.29	630.15
1965	14,957.39	8,923,493.86	596.59	7,657.86	5,931,750.77	774.60
1966	15,073.08	6,050,220.95	401.39	7,723.63	4,391,510.28	568.58
1967	15,214.76	7,544,870.94	495.89	7,807.18	5,843,920.21	748.53
1968	15,457.15	6,465,937.34	418.31	7,887.79	4,204,722.12	533.07
1969	[1] 15,539.77	7,402,362.53	476.35	[2] 7,877.23	5,481,532.62	695.87

Note: Miles and costs for Chicago Expressways not included, 1968 & 1969 costs do not include overhead costs

[1] Included for 1969 are - 975.25 centerline miles of Interstate highways and 14,564.52 centerline miles of other State-maintained highways.

[2] Included for 1969 are - 467.33 centerline miles of Interstate highways and 7,409.90 centerline miles of other State-maintained highways.

10. CONTRACT MAINTENANCE.—Extensive maintenance projects involving large expenditures, or of a nature which would make them impractical for the regular District organization, are usually done by contract. This may be by private contractors or by the Day Labor Section.

Maintenance work done by contract in 1969 amounted to approximately $4,160,000.00. Most of this consisted of pavement patching and resurfacing, bridge repair, mowing, care or removal of trees and weed spraying.

Quantities for maintenance work completed by Day Labor are shown in Table 40.

11. MUNICIPAL STREET MAINTENANCE.—The maintenance of municipal streets, for which the State has maintenance responsibility, is performed directly by State maintenance forces or by the municipalities under the supervision of, and by agreement with, the Division of Highways. In the latter case, the municipalities are reimbursed by the State.

TABLE 40.—DAY LABOR SECTION

1969 ANNUAL REPORT

Item	Quantity
Bituminous Surfaces:	
Bituminous Concrete I-11	2,435 Tons
Bituminous Concrete Removal (Bridges)	4,518 Sq. Yds.
Seal Coat (17 Jobs)	1,365,618 Sq. Yds.
Cover Coat	220,045 Sq. Yds.
Prime Coat	142,876 Sq. Yds.
Road Oil Applied	68,070 Sq. Yds.
Base Preparation	154,929 Sq. Yds.
Aggregate Asphalt Mixture (Cold Lay)	670 Tons
Sand Asphalt Mixture (Anti-Skid)	613 Tons
Embankment:	
Earth Excavation	103,779 Cu. Yds.
Borrow Excavation	510 Cu. Yds.
Special Embankment	448 Cu. Yds.
Channel Excavation	10,062 Lin. Ft.
Cleaning Culverts	130 Each
Top Soil	24 Cu. Yds.
Guard Fence:	
Guard Fence Removal	18,015 Lin. Ft.
Steel Plate Beam Guard Rail Erected	34,230 Lin. Ft.
Furnish & Erect Delineators	52 Each
Granular Material:	
Gravel or Crushed Stone Base Course	3,889 Tons
Gravel or Crushed Stone Shoulders	7,650 Tons
Granular Embankment	705 Tons
Trench Backfill	310 Tons
Sandfill	5 Tons
Heavy Weight Slag Aggregate	2,136 Tons
Light Weight Slag Aggregate	1,090 Tons
Portland Cement Concrete Pavement:	
P.C.C. Pavement Removal and Concrete Replacement (Patching)	14,574 Sq. Yds.
P.C.C. Pavement Removal and Bituminous Replacement (Patching)	1,456 Sq. Yds.
P.C.C. Pavement Expansion Joints Cut and Filled	19,604 Lin. Ft.
P.C.C. Wearing Surface Removal (Bridges)	4,387 Sq. Yds.
P.C.C. Bridge Deck Removed and Replaced (Partial & Full)	795 Cu. Yds.
Portland Cement Concrete:	
Class X Concrete	2,124 Cu. Yds.
P.C. Concrete Curb and Gutter (All Types)	645 Lin. Ft.
Pneumatically Applied Concrete	268 Bags
Sewers, Culverts and Appurtenances:	
Pipe Culverts (All Sizes)	46 Lin. Ft.
Storm Sewers (All Sizes)	724 Lin. Ft.
Bridge Repairs (89 Jobs):	
Furnish & Erect Structural Steel	183,945 Lbs.
Structural Steel Removal	138,681 Lbs.
Straighten Structural Steel	13 Each
Reinforcement Bars	77,942 Lbs.
Anchor Bolts	1,217 Each
Expansion Bolts	459 Each
High Tensile Bolts	2,919 Each
P.C. Concrete Removal (Piers, Sidewalk, Beams & Joints)	1,016 Cu. Yds.
Bridge Handrail Removal	2,331 Lin. Ft.
Curb Replacement, Case IV, Method C	481 Lin. Ft.
Furnish & Install Steel Plate Bridge Rail	1,860 Lin. Ft.
Jacking and Cribbing	188 Each
Adjust Expansion Rocker Bearings	14 Each
Aluminum Floor Drains	676 Each
Expansion Joint Replacement	11 Each
Neoprene Joint Seal	1,166 Lin. Ft.
Expansion Felt Material	106 Sheets
Bridge Deck Sealant	3,604 Sq. Yds.
Bridge Seat Sealant	12,902 Sq. Ft.
Coal Tar Emulsion - Aggregate Deck Sealant	17,297 Gallons
Coal Tar Emulsion - Penetrating Primer	1,181 Gallons
Protective Coat	3,407 Sq. Yds.
Furnish and Install Type "N" Bridge Rail	431 Lin. Ft.
Flame Cutting Metal Finger Joints	270 Lin. Ft.
Shear Connectors (Furnish & Install)	2,597 Each
Miscellaneous:	
Concrete Removal	68 Cu. Yds.
Concrete Curb, Curb & Gutter and Gutter Removal	6,976 Lin. Ft.
Concrete Headwall Removal	385 Cu. Yds.
P.C. Concrete Sidewalk Removal and Replacement	620 Sq. Ft.
Construct Paved Ditch	2,442 Lin. Ft.
Paved Ditch Removal	744 Lin. Ft.
Furnish & Install R.O.W. Markers	6 Each
Welded Wire Pavement Fabric	3,052 Sq. Yds.
Sodding	370 Sq. Yds.
Waterproofing Drainage Structures	1,600 Sq. Ft.

In 1969, 811.91 miles of city streets were maintained, of which 693.96 miles were maintained by the municipalities under agreement with the Division of Highways, and the remaining 117.95 miles were maintained directly by State forces. The total cost of the maintenance performed, under agreement, by the municipalities was $765,130.48. The cost of city street maintenance performed by State forces is included in the costs for the "Regular" system.

12. A&B AND RP&L AUTHORIZATIONS.—This work requires a special authorization approved by the Bureau of Maintenance and generally consists of additions to, or improvement of, the existing highway facilities. The work is performed by maintenance field forces in the districts.

Prior to the fiscal year 1970, which began July 1, 1969, the funds for this work were from the Construction appropriation. The work is now charged to the Maintenance appropriation.

$198,000.00 was authorized for "Additions and Betterments" in 1969.

"Roadside Planting and Landscaping" projects are normally under the direction of the District Landscape Architects. Typical projects are erosion control, rest area improvements, and establishing ground cover type vegetation on steep slopes and inaccessible areas. Work completed under RP&L authorizations in 1969 amounted to $110,-615.00.

13. PERMITS.—Permits to install sewers, water and gas mains, underground cables, pole lines, and work of the same nature on State highway right-of-way, are issued by Maintenance. Maintenance personnel also check the work for compliance with the provisions of the permits. The number of such permits granted during 1969 are shown in the following tabulation:

TABULATION SHOWING PERMITS ISSUED
BY CLASSIFICATION OF WORK DURING
CALENDAR YEAR 1969

Type of Permit	No. of Permits Issued
Pole Lines (Telephone & Electric Transmission)	2179
Underground Transmission Lines (Telephone and Electric)	1556
Gas Pipe Lines, Mains & Service Connections	3754
Oil Pipe Lines	40
Sewers, Water Mains & Service Connections	1426
Tile Lines	41
Railroad Crossings	5
Miscellaneous (Grading, Sidewalks, Beautifications, Tree Trimming, etc.)	406
Total	9407

14. DAY LABOR.—The Day Labor Section of the Bureau of Maintenance operated in each of the ten highway districts. A summary of the principal items completed in 1969 is shown in Table 40.

XI PLANNING

1. GENERAL.—The gathering, developing, and summarizing of factual and statistical information concerning highways and their administration are functions assigned to the Bureau of Planning. Included are studies of highway revenues and expenditures both on the State and local levels, traffic services, and mileages of roads and streets. Other responsibilities consist of mapping services, developing transportation plans for urban areas, determining and analyzing highway needs, and developing improvement programs. The summaries of much of these data are reported to the Federal Highway Administration for nationwide publication and for use within the State for answering questions concerning highway administration of Illinois.

The Bureau is made up of four major sections: Factual Studies, Urban Planning, Advance Planning, and the Chicago Area Transportation Study. In addition to these sections, the Office Unit, the Computer Unit, and the Technical Reference Library are also under the direction of the Engineer of Planning.

2. FACTUAL STUDIES.—The Factual Studies Section includes the Road Inventory Unit and the Traffic Studies Unit.

(a) *Road Inventory.*—The duties of this unit include keeping current information concerning mileages, physical features of rural highways and streets, and making this data available for administrative use. A complete reinventory was conducted in 19 counties which included recording changes in mileages, surface types, roadway widths, and structures as well as revision of adjacent cultural features where changes had taken place. For the other 83 counties, inventory information was updated for surface types, cultural features, and limits of incorporated places when this information could be obtained from local sources without a detailed field survey. The results from this updating process were reflected in revised mileage tabulations and maps used in highway administration.

Tabulations of mileages were revised for the four highway ststems established by the Illinois Highway Code; namely, the State, the County Highway, Township and Road District, and the Municipal Street Systems.

The *State System* includes all highways maintained by the State. These generally fall into two groups: primary highways and State supplementary highways. Primary highways are those with interstate, US, or Illinois markings, tollways, full controlled access highways, and those unmarked highways not yet open to traffic, but which will become a part of the marked highway network when opened to traffic. State supplementary highways are others maintained by the State. On December 31, 1969 the State System contained the following mileage:

State System	Mileages		
	Rural	Municipal	Total
Primary	10,761.87	2,354.47	13,116.34
Supplementary	2,384.29	1,056.87	3,441.16
Total	13,146.16	3,411.34	16,557.50

The *County System* contains all highways maintained by the counties and extensions of these routes into municipalities. The extensions into incorporated places are included in the County System only if they have been so designated by the county board and approved by the Division of Highways. The total designated rural county highway mileage of 16,336.47 contains 312.02 miles on new location not presently coincident with any existing road. The net rural mileage on December 31, 1969 was 16,024.45 with 778.75 additional miles of extensions into municipal areas making a total existing mileage in the County System of 16,803.20.

The *Township and Road District System* is composed of all rural public roads not a part of the State, County, or Municipal Street Systems. On December 31, 1969 this system included 73,411.54 miles.

The *Municipal Street System* includes all streets maintained by municipalities and not a part of the State or County System. The Municipal Street System consisted of 22,615.89 miles at the end of 1969.

Table 41 summarized the rural and municipal mileage in each of the systems for each county.

In the following tabulation the rural mileage by surface type is shown for 1940, 1950, and annually since 1960:

Year	Miles of Rural Highways by Surface Type			
	Paved	Low Type	Earth	Total
1940	11,943.7	65,927.7	26,755.9	104,627.3
1950	12,166.3	75,540.8	15,712.2	103,419.3
1960	12,429.5	81,098.7	8,660.8	102,189.0
1961	12,569.9	81,275.7	8,392.8	102,238.4
1962	12,675.8	81,389.0	8,213.4	102,278.2
1963	12,735.3	81,809.0	7,794.6	102,338.9
1964	12,872.5	82,116.3	7,534.0	102,522.8
1965	12,936.7	82,257.3	7,360.9	102,554.9
1966	12,926.2	82,361.2	7,215.0	102,502.4
1967	12,910.6	82,564.3	6,981.6	102,456.5
1968	13,001.9	82,844.0	6,762.6	102,608.5
1969	13,050.8	83,011.1	6,520.2	102,582.1

The total miles of rural highways varies annually because of changes in corporate limits, development of subdivisions, abandonments from disuse, and new construction. The change in mileages of surfaced roads in the preceding tabulation shows an increase in low type surfaces and a corresponding decrease in unsurfaced roads.

TABLE 41.—MILEAGE OF HIGHWAYS AND STREETS, DECEMBER 31, 1969.

County	Area	Highway System														Total All Systems
		State						County				Township and Road District and Municipal Street				
		Primary[3]			Supplementary[4]											
		Paved[1]	Low[2] Type Surface	Total	Paved[1]	Low[2] Type Surface	Total	Paved[1]	Low[2] Type Surface	Earth	Total	Paved[1]	Low[2] Type Surface	Earth	Total	
Adams	Rural	133.53	....	133.53	9.62	.23	9.85	.70	233.47	....	234.17	1.56	1,094.84	81.35	1,177.75	1,555.30
	Municipal	17.46	....	17.46	2.55	....	2.55	.24	4.79	....	5.03	139.28	22.90	18.43	180.61	205.65
Alexander	Rural	36.56	12.89	49.45	1.52	.47	1.99	.02	69.62	....	69.64	....	226.74	19.34	246.08	367.16
	Municipal	5.39	1.87	7.26	1.12	.18	1.30	......	1.63	....	1.63	19.31	12.33	14.37	46.01	56.20
Bond	Rural	85.37	....	85.37	11.68	.21	11.89	4.12	112.63	....	116.75	1.30	455.38	64.23	520.91	734.92
	Municipal	9.49	....	9.49	4.61	....	4.61	.11	1.04	....	1.15	3.91	52.48	1.31	57.70	72.95
Boone	Rural	57.30	....	57.30	.82	.02	.84	.44	87.95	....	88.39	.13	383.93	3.82	387.88	534.41
	Municipal	6.68	....	6.68	.21	....	.21	......	1.97	....	1.97	4.60	50.14	2.24	56.98	65.84
Brown	Rural	27.94	17.84	45.78	3.32	.43	3.75	......	74.32	....	74.32	....	320.74	59.60	380.34	504.19
	Municipal	3.39	.58	3.97	.86	.04	.90	......	.66	....	.66	....	18.67	3.55	22.22	27.75
Bureau	Rural	207.88	2.55	210.43	19.45	1.05	20.50	.01	309.14	....	309.15	.04	989.69	31.60	1,021.33	1,561.41
	Municipal	20.84	....	20.84	3.00	.78	3.78	......	6.85	....	6.85	22.81	118.31	19.16	160.28	191.75
Calhoun	Rural	23.48	6.50	29.98	.10	3.14	3.24	.01	57.87	....	57.88	....	227.55	22.36	249.91	341.01
	Municipal	2.71	.94	3.65	.28	.70	.98	......	.99	....	.99	....	14.28	7.14	21.42	27.04
Carroll	Rural	88.70	....	88.70	10.83	.19	11.02	......	127.08	....	127.08	1.15	481.76	47.19	530.10	756.90
	Municipal	11.92	....	11.92	.79	....	.79	......	1.19	....	1.19	6.66	53.11	6.49	66.26	80.16
Cass	Rural	48.22	....	48.22	1.98	.08	2.06	2.05	85.60	.02	87.67	.45	330.20	66.69	397.34	535.29
	Municipal	5.19	....	5.19	.70	....	.70	......	1.51	....	1.51	24.60	40.51	8.95	74.06	81.46
Champaign	Rural	189.69	.27	189.96	216.03	3.03	219.06	1.78	77.43	....	79.21	15.94	1,409.31	132.10	1,557.35	2,045.58
	Municipal	28.62	.07	28.69	15.94	.29	16.23	.21	.89	....	1.10	160.12	169.95	12.72	342.79	388.81
Christian	Rural	85.27	....	85.27	23.21	....	23.21	.19	136.69	....	136.88	2.25	1,053.31	77.25	1,132.81	1,378.17
	Municipal	16.76	....	16.76	5.39	....	5.39	.71	9.49	....	10.20	36.61	117.49	6.06	160.16	192.51
Clark	Rural	75.48	....	75.48	15.53	1.14	16.67	.56	155.65	1.05	157.26	.24	700.33	80.65	781.22	1,030.63
	Municipal	3.85	....	3.85	4.79	....	4.79	.06	.88	....	.94	8.23	51.95	4.97	65.15	74.73
Clay	Rural	47.57	....	47.57	1.57	24.98	26.55	......	130.75	....	130.75	....	594.28	113.69	707.97	912.84
	Municipal	5.39	....	5.39	2.16	1.19	3.35	......	1.76	....	1.76	9.41	57.23	3.44	70.08	80.58
Clinton	Rural	85.25	....	85.25	17.16	.77	17.93	.09	106.76	....	106.85	.34	572.89	65.34	638.57	848.60
	Municipal	10.33	....	10.33	.58	.61	1.19	.25	2.56	....	2.81	1.08	92.17	4.03	97.28	111.61
Coles	Rural	92.59	....	92.59	46.95	16.44	63.39	19.16	100.27	....	119.43	14.65	709.35	32.53	756.53	1,031.94
	Municipal	27.44	....	27.44	2.95	.17	3.12	1.54	.36	....	1.90	47.20	94.19	2.74	144.13	176.59
Cook	Rural	268.57	....	268.57	206.58	5.08	211.66	27.32	274.52	.29	302.13	2.21	561.74	6.79	570.74	1,353.10
	Municipal	582.57	6.09	588.66	633.17	2.45	635.62	83.35	189.48	.87	273.70	4,057.75	2,682.08	193.52	6,933.35	8,431.33
Crawford	Rural	48.65	....	48.65	8.14	2.73	10.87	......	152.30	....	152.30	.67	617.16	31.22	649.05	860.87
	Municipal	3.98	....	3.98	1.53	.20	1.73	......	1.38	....	1.38	15.45	58.65	3.86	77.96	85.05
Cumberland	Rural	67.37	....	67.37	3.90	7.78	11.68	......	105.25	....	105.25	....	453.81	99.60	553.41	737.71
	Municipal	7.25	....	7.25	2.09	.11	2.20	......	2.36	....	2.36	.31	26.55	4.47	31.33	43.14
DeKalb	Rural	97.29	....	97.29	8.23	.20	8.43	1.16	174.18	....	175.34	.29	791.11	19.76	811.16	1,092.22
	Municipal	18.78	....	18.78	1.35	.08	1.43	......	4.95	....	4.95	36.06	104.73	15.34	156.13	181.29
DeWitt	Rural	81.56	....	81.56	.07	2.53	2.60	.07	89.98	....	90.05	....	555.25	30.54	585.79	760.00
	Municipal	7.22	....	7.22	.95	....	.95	......	1.13	....	1.13	10.55	56.99	3.09	70.63	79.93

Douglas	Rural	90.55	......	90.55	23.91	.57	24.48	3.77	71.52	......	75.29	6.06	600.50	29.33	635.89	826.21
	Municipal	4.50	......	4.50	2.39	......	2.39	.36	.07	......	.43	18.23	61.52	2.89	82.64	89.96
DuPage	Rural	124.59	......	124.59	15.92	......	15.92	3.30	140.37	.13	143.80	5.82	647.94	8.10	661.86	946.17
	Municipal	65.83	.20	66.03	21.43	.17	21.60	2.42	48.31	......	50.73	171.92	470.14	101.23	743.29	881.65
Edgar	Rural	100.88	......	100.88	14.95	......	14.95	6.80	135.91	......	142.71	10.84	851.83	34.97	897.64	1,156.18
	Municipal	9.69	......	9.69	1.70	......	1.70	.01	1.76	......	1.77	16.99	61.35	7.27	85.61	98.77
Edwards	Rural	32.28	......	32.28	2.87	1.92	4.79	.28	67.68	......	67.96	.21	256.41	47.95	304.57	409.60
	Municipal	2.83	......	2.83	1.12	.90	2.02	......	1.68	......	1.68	2.51	22.97	4.95	30.43	36.96
Effingham	Rural	116.50	......	116.50	2.17	18.28	20.45	.07	145.91	......	145.98	.20	608.49	94.11	702.80	985.73
	Municipal	18.82	.19	19.01	2.03	1.70	3.73	.08	1.42	......	1.50	9.49	84.84	7.82	102.15	126.39
Fayette	Rural	114.28	8.86	123.14	2.57	1.09	3.66	......	156.93	.76	157.69	.16	954.66	176.28	1,131.10	1,415.59
	Municipal	9.91	......	9.91	.50	......	.50	......	3.38	......	3.38	9.08	61.12	1.86	72.06	85.85
Ford	Rural	122.00	......	122.00	4.35	......	4.35	......	116.07	.50	116.57	......	618.86	94.45	713.31	956.23
	Municipal	6.25	......	6.25	.82	......	.82	......	1.14	......	1.14	16.31	50.36	3.41	70.08	78.29
Franklin	Rural	110.94	......	110.94	13.23	.23	13.46	1.26	155.60	......	156.86	1.67	571.56	44.53	617.76	899.02
	Municipal	23.40	......	23.40	1.23	......	1.23	......	4.05	......	4.05	26.47	106.00	96.39	228.86	257.54
Fulton	Rural	189.82	......	189.82	16.60	.38	16.98	1.27	232.44	.32	234.03	.73	831.95	98.57	931.25	1,372.08
	Municipal	14.54	......	14.54	1.99	.90	2.89	.02	.63	......	.65	41.07	106.98	22.60	170.65	188.73
Gallatin	Rural	42.92	......	42.92	1.44	......	1.44	......	100.99	1.34	102.33	......	289.11	45.67	334.78	481.47
	Municipal	4.55	......	4.55	2.44	......	2.44	......	1.57	......	1.57	......	33.48	11.39	44.87	53.43
Greene	Rural	66.70	.19	66.89	.56	22.87	23.43	.24	143.81	......	144.05	.16	568.62	49.91	618.69	853.06
	Municipal	8.89	......	8.89	.16	1.40	1.56	......	4.34	......	4.34	.95	63.24	5.61	69.80	84.59
Grundy	Rural	88.14	......	88.14	13.84	.40	14.24	.16	128.98	......	129.14	.45	489.72	37.29	527.46	758.98
	Municipal	9.94	......	9.94	1.94	......	1.94	......	3.27	......	3.27	14.91	41.90	19.67	76.48	91.63
Hamilton	Rural	51.62	......	51.62	......	......	......	......	135.12	1.92	137.04	......	530.75	168.34	699.09	887.75
	Municipal	5.42	......	5.42	......	......	......	......	2.02	......	2.02	1.95	26.95	5.02	33.92	41.36
Hancock	Rural	115.09	......	115.09	5.44	......	5.44	.11	191.33	.07	191.51	.16	1,020.55	103.66	1,124.37	1,436.41
	Municipal	17.97	.25	18.22	2.75	......	2.75	......	1.76	......	1.76	39.32	87.26	63.33	189.91	212.64
Hardin	Rural	31.44	.96	32.40	.19	1.24	1.43	......	42.07	......	42.07	......	173.85	11.05	184.90	260.80
	Municipal	2.13	.84	2.97	......	.52	.52	......	.39	......	.39	1.17	15.32	4.19	20.68	24.56
Henderson	Rural	69.54	8.33	77.87	4.02	3.88	7.90	.12	81.07	......	81.19	.10	366.39	81.77	448.26	615.22
	Municipal	5.78	2.44	8.22	.12	.20	.32	.01	.90	......	.91	.49	26.74	16.77	44.00	53.45
Henry	Rural	229.57	......	229.57	56.79	.82	57.61	.34	153.62	.58	154.54	.81	1,024.75	48.69	1,074.25	1,515.97
	Municipal	18.94	......	18.94	2.77	......	2.77	.14	2.96	......	3.10	48.11	138.82	8.65	195.58	220.39
Iroquois	Rural	183.20	.08	183.28	202.04	2.17	204.21	.12	333.15	.06	333.33	.59	1,352.03	168.54	1,521.16	2,241.98
	Municipal	15.94	.04	15.98	6.34	.02	6.36	......	3.68	......	3.68	15.45	110.10	12.08	137.63	163.65
Jackson	Rural	110.33	9.40	119.73	11.17	3.39	14.56	.05	159.87	......	159.92	.16	573.00	82.14	655.30	949.51
	Municipal	15.31	1.27	16.58	.83	1.34	2.17	......	1.97	......	1.97	32.82	102.04	25.71	160.57	181.29
Jasper	Rural	53.96	......	53.96	4.33	......	4.33	......	183.20	......	183.20	......	598.31	167.13	765.44	1,006.93
	Municipal	5.18	......	5.18	.79	......	.79	......	4.75	......	4.75	1.78	28.35	10.32	40.45	51.17
Jefferson	Rural	91.70	......	91.70	10.41	1.09	11.50	.64	250.58	2.49	253.71	......	720.88	140.97	861.85	1,218.76
	Municipal	16.47	.56	17.03	.54	......	.54	.44	9.53	......	9.97	21.34	87.50	11.08	119.92	147.46
Jersey	Rural	63.27	14.36	77.63	7.61	8.34	15.95	.07	110.59	......	110.66	.05	370.44	33.62	404.11	608.35
	Municipal	7.50	......	7.50	2.65	......	2.65	......	2.88	......	2.88	8.17	44.48	3.47	56.12	69.15
JoDaviess	Rural	77.49	......	77.49	2.10	6.01	8.11	......	167.38	......	167.38	.36	604.91	14.89	620.16	873.14
	Municipal	9.39	.10	9.49	.19	......	.19	......	4.60	......	4.60	7.59	56.16	14.10	77.85	92.13
Johnson	Rural	61.85	9.18	71.03	......	......	......	.13	47.68	......	47.81	.34	284.91	59.60	344.85	463.69
	Municipal	8.05	1.01	9.06	.30	.79	1.09	......	.73	......	.73	.58	18.44	16.12	35.14	46.02
Kane	Rural	160.69	......	160.69	21.68	......	21.68	1.99	298.73	......	300.72	2.22	527.25	6.88	536.35	1,019.44
	Municipal	74.43	......	74.43	7.27	.39	7.66	.49	23.58	......	24.07	277.05	188.82	35.05	500.92	607.08
Kankakee	Rural	147.12	2.78	149.90	33.35	1.07	34.42	1.09	238.21	1.73	241.03	......	775.41	146.58	921.99	1,347.34
	Municipal	18.39	......	18.39	4.40	.11	4.51	.41	10.53	......	10.94	39.85	137.69	12.26	189.80	223.64
Kendall	Rural	93.49	......	93.49	.12	.59	.71	.22	115.94	......	116.16	.08	381.30	3.53	384.91	595.27
	Municipal	6.86	......	6.86	......	.11	.11	......	.87	......	.87	.43	49.08	8.55	58.06	65.90
Knox	Rural	142.80	.03	142.83	6.60	.05	6.65	.85	251.86	......	252.71	.58	806.49	68.04	875.11	1,277.30
	Municipal	21.28	.04	21.32	3.89	......	3.89	......	2.87	......	2.87	76.65	132.19	14.83	223.67	251.75

TABLE 41.—MILEAGE OF HIGHWAYS AND STREETS, DECEMBER 31, 1969.

County	Area	Highway System														Total All Systems
		State						County				Township and Road District and Municipal Street				
		Primary [3]			Supplementary [4]											
		Paved [1]	Low [2] Type Surface	Total	Paved [1]	Low [2] Type Surface	Total	Paved [1]	Low [2] Type Surface	Earth	Total	Paved [1]	Low [2] Type Surface	Earth	Total	
Lake	Rural	228.56	.39	228.95	25.66	1.20	26.86	.69	193.44	....	194.13	2.66	623.41	8.05	634.12	1,084.06
	Municipal	119.24	2.71	121.95	21.06	1.39	22.45	.67	50.29	....	50.96	613.41	287.82	71.64	972.87	1,168.23
LaSalle	Rural	281.01	....	281.01	24.80	1.23	26.03	1.13	369.07	....	370.20	1.61	1,413.98	87.57	1,503.16	2,180.40
	Municipal	37.43	....	37.43	5.93	....	5.93	.19	6.52	....	6.71	151.26	191.00	17.44	359.70	409.77
Lawrence	Rural	65.35	....	65.35	7.75	1.14	8.89	.22	130.54	....	130.76	2.81	491.96	41.78	536.55	741.55
	Municipal	5.18	....	5.18	.81	....	.81	.50	.55	....	1.05	19.88	26.37	7.20	53.45	60.49
Lee	Rural	125.37	....	125.37	33.06	.74	33.80	1.08	197.60	....	198.68	.18	832.72	85.95	918.85	1,276.70
	Municipal	8.05	....	8.05	2.31	....	2.31	.01	1.07	....	1.08	27.25	61.81	13.07	102.13	113.57
Livingston	Rural	174.61	.21	174.82	25.27	9.91	35.18	.44	255.29	....	255.73	.37	1,454.40	156.54	1,611.31	2,077.04
	Municipal	12.08	....	12.08	5.94	....	5.94	....	1.03	....	1.03	34.62	73.62	10.03	118.27	137.32
Logan	Rural	109.74	....	109.74	5.28	1.39	6.67	....	173.43	....	173.43	....	768.66	27.98	796.64	1,086.48
	Municipal	14.92	....	14.92	2.61	.21	2.82	.04	5.33	....	5.37	45.16	62.73	6.52	114.41	137.52
McDonough	Rural	91.58	....	91.58	.66	....	.66	.67	185.64	.69	187.00	2.03	782.51	59.89	844.43	1,123.67
	Municipal	9.88	....	9.88	....	....	....	....	2.57	....	2.57	92.80	9.12	20.04	121.96	134.41
McHenry	Rural	168.28	....	168.28	6.31	.14	6.45	1.16	203.68	....	204.84	1.85	899.77	4.95	906.57	1,286.14
	Municipal	34.74	....	34.74	2.08	.04	2.12	.06	6.22	....	6.28	42.13	235.54	53.69	331.36	374.50
McLean	Rural	260.81	....	260.81	16.32	1.42	17.74	.47	420.19	....	420.66	.04	1,404.24	87.52	1,491.80	2,191.01
	Municipal	27.99	.05	28.04	4.59	.45	5.04	1.11	17.03	....	18.14	47.69	150.86	17.21	215.76	266.98
Macon	Rural	89.18	....	89.18	2.61	....	2.61	2.78	219.34	....	222.12	1.09	800.11	20.73	821.93	1,135.84
	Municipal	42.05	....	42.05	6.49	....	6.49	3.74	13.33	....	17.07	112.57	191.40	4.98	308.95	374.56
Macoupin	Rural	137.97	.15	138.12	24.97	14.02	38.99	1.06	206.44	....	207.50	.15	1,022.33	83.85	1,106.33	1,490.94
	Municipal	25.42	....	25.42	7.39	1.58	8.97	....	2.76	....	2.76	11.63	236.54	7.98	256.15	293.30
Madison	Rural	261.17	.39	261.56	78.71	5.52	84.23	9.33	174.74	.32	184.39	26.65	896.82	30.11	953.58	1,483.76
	Municipal	60.04	....	60.04	23.97	....	23.97	1.46	1.74	....	3.20	173.47	392.01	10.37	575.85	663.06
Marion	Rural	73.90	....	73.90	9.47	15.96	25.43	....	230.36	....	230.36	.52	705.82	145.62	851.96	1,181.65
	Municipal	21.16	....	21.16	1.08	.33	1.41	....	2.84	....	2.84	22.20	160.91	5.23	188.34	213.75
Marshall	Rural	78.51	12.30	90.81	4.21	.36	4.57	....	108.47	....	108.47	.33	446.93	25.74	473.00	676.85
	Municipal	7.24	1.52	8.76	.17	....	.17	....	.48	....	.48	3.54	49.06	4.99	57.59	67.00
Mason	Rural	81.14	....	81.14	9.00	.06	9.06	2.77	132.82	2.92	138.51	.25	506.35	138.55	645.15	873.86
	Municipal	5.71	....	5.71	1.36	....	1.36	.76	3.53	....	4.29	12.67	47.82	11.64	72.13	83.49
Massac	Rural	31.20	3.78	34.98	.08	1.06	1.14	.05	71.10	....	71.15	....	300.77	15.17	315.94	423.21
	Municipal	3.65	....	3.65	.06	....	.06	....	2.01	....	2.01	10.86	32.33	2.39	45.58	51.30
Menard	Rural	44.83	....	44.83	5.38	1.01	6.39	....	85.50	....	85.50	.15	375.80	21.20	397.15	533.87
	Municipal	3.75	....	3.75	1.13	....	1.13	....	1.62	....	1.62	2.76	39.25	2.47	44.48	50.98
Mercer	Rural	67.36	....	67.36	9.13	.63	9.76	.20	147.67	....	147.87	.08	653.24	79.67	732.99	957.98
	Municipal	6.45	....	6.45	1.20	....	1.20	....	5.08	....	5.08	31.51	50.32	17.84	99.67	112.40
Monroe	Rural	46.70	....	46.70	3.20	.04	3.24	....	72.86	.63	73.49	.07	423.42	39.08	462.57	586.00
	Municipal	8.54	....	8.54	2.69	.06	2.75	.11	1.46	....	1.57	.06	47.12	5.89	53.07	65.93
Montgomery	Rural	84.69	5.44	90.13	18.88	.01	18.89	.27	185.36	....	185.63	.97	935.69	92.71	1,029.37	1,324.02
	Municipal	17.56	....	17.56	3.92	.02	3.94	.09	7.15	....	7.24	10.19	170.74	7.85	188.78	217.52

Morgan	Rural	100.97	......	100.97	13.98	.37	14.35	1.72	165.58	......	167.30	......	645.79	76.51	722.30	1,004.92
	Municipal	11.38	......	11.38	3.53	.38	3.91	.66	1.87	......	2.53	35.27	83.57	5.18	127.07	144.89
Moultrie	Rural	68.93	......	68.93	20.01	......	20.01	1.11	51.61	......	52.72	.38	493.34	20.66	514.38	656.04
	Municipal	5.83	......	5.83	.41	......	.41	.35	.65	......	1.00	4.74	48.83	1.18	54.75	61.99
Ogle	Rural	155.34	......	155.34	5.83	4.56	10.39	......	276.84	......	276.84	.04	885.79	34.48	920.31	1,362.88
	Municipal	13.78	......	13.78	.04	......	.04	......	1.78	......	1.78	26.46	67.80	16.56	110.82	126.42
Peoria	Rural	144.97	......	144.97	26.41	1.41	27.82	2.17	295.45	.37	297.99	4.23	594.09	44.92	643.24	1,114.02
	Municipal	57.89	......	57.89	17.11	.25	17.36	1.02	23.29	......	24.31	343.08	18.64	22.86	384.58	484.14
Perry	Rural	83.18	......	83.18	2.03	.17	2.20	.15	132.49	......	132.64	......	410.44	84.56	495.00	713.02
	Municipal	9.61	......	9.61	.14	......	.14	......	.07	......	.07	10.99	56.62	11.84	79.45	89.27
Piatt	Rural	70.93	......	70.93	41.32	.01	41.33	......	71.62	......	71.62	2.00	611.46	41.80	655.26	839.14
	Municipal	3.69	......	3.69	4.18	.18	4.36	......	......	......	......	6.29	57.96	2.12	66.37	74.42
Pike	Rural	114.85	27.48	142.33	7.42	.49	7.91	......	150.01	.81	150.82	......	927.70	97.40	1,025.10	1,326.16
	Municipal	10.29	2.87	13.16	1.41	......	1.41	.07	6.40	......	6.47	11.58	48.97	32.24	92.79	113.83
Pope	Rural	48.50	2.56	51.06	......	.53	.53	......	37.50	......	37.50	.23	295.26	58.07	353.56	442.65
	Municipal	.81	......	.81	......	......	......	......	1.02	......	1.02	.33	7.88	4.42	12.63	14.46
Pulaski	Rural	51.07	2.11	53.18	1.99	......	1.99	.92	30.10	......	31.02	.06	226.07	24.20	250.33	336.52
	Municipal	7.94	.26	8.20	.22	......	.22	.03	1.10	......	1.13	.46	31.46	12.69	44.61	54.16
Putnam	Rural	38.34	9.10	47.44	1.77	.08	1.85	......	38.08	......	38.08	......	177.38	8.52	185.90	273.27
	Municipal	3.90	1.68	5.58	.01	......	.01	......	1.07	......	1.07	.82	26.53	3.47	30.82	37.48
Randolph	Rural	101.78	......	101.78	6.25	5.57	11.82	.55	159.82	3.28	163.65	.12	561.68	68.29	630.09	907.34
	Municipal	21.25	......	21.25	3.54	.72	4.26	......	2.29	......	2.29	8.88	103.67	21.67	134.22	162.02
Richland	Rural	45.45	......	45.45	.77	......	.77	......	137.86	......	137.86	.04	492.95	105.10	598.09	782.17
	Municipal	7.26	......	7.26	.41	......	.41	......	2.84	......	2.84	10.21	60.93	4.77	75.91	86.42
Rock Island	Rural	111.88	......	111.88	44.78	.10	44.88	.08	176.02	......	176.10	1.85	372.44	34.43	408.72	741.58
	Municipal	57.05	......	57.05	25.84	.03	25.87	1.65	9.28	......	10.93	274.80	123.47	22.43	420.70	514.55
St. Clair	Rural	195.64	......	195.64	25.72	1.14	26.86	27.40	185.10	......	212.50	11.33	709.28	27.22	747.83	1,182.83
	Municipal	68.37	......	68.37	30.28	......	30.28	6.55	18.54	......	25.09	179.06	492.36	31.31	702.73	826.47
Saline	Rural	81.65	......	81.65	4.47	2.79	7.26	1.91	132.19	1.99	136.09	2.44	433.29	103.79	539.52	764.52
	Municipal	10.48	......	10.48	.85	......	.85	.16	5.02	......	5.18	22.73	58.60	23.56	104.89	121.40
Sangamon	Rural	186.66	.10	186.76	53.84	2.81	56.65	1.40	247.95	......	249.35	4.78	1,095.10	34.80	1,134.68	1,627.44
	Municipal	41.24	......	41.24	12.85	.30	13.15	1.94	10.30	......	12.24	155.11	221.60	9.06	385.77	452.40
Schuyler	Rural	81.29	7.50	88.79	17.73	.45	18.18	1.97	68.89	.66	71.52	.16	486.40	91.79	578.35	756.84
	Municipal	2.94	.70	3.64	1.40	......	1.40	......	.27	......	.27	9.69	9.85	3.85	23.39	28.70
Scott	Rural	37.68	......	37.68	3.95	7.85	11.80	......	65.10	......	65.10	.36	238.57	49.01	287.94	402.52
	Municipal	4.22	......	4.22	.42	......	.42	.01	4.12	......	4.13	2.46	16.27	7.17	25.90	34.67
Shelby	Rural	88.71	......	88.71	3.05	......	3.05	.30	227.86	......	228.16	.12	1,086.33	116.72	1,203.17	1,523.09
	Municipal	5.99	......	5.99	1.42	1.28	2.70	......	2.46	......	2.46	8.06	89.51	5.64	103.21	114.36
Stark	Rural	62.30	......	62.30	2.98	.01	2.99	.89	105.82	......	106.71	.11	325.06	32.99	358.16	530.16
	Municipal	4.81	......	4.81	......	......	......	......	.07	......	.07	17.74	6.95	2.72	27.41	32.29
Stephenson	Rural	76.40	......	76.40	.94	.32	1.26	.17	208.02	.19	208.38	.15	795.29	30.91	826.35	1,112.39
	Municipal	14.72	......	14.72	2.23	......	2.23	2.23	6.32	......	8.55	5.14	107.97	7.97	121.08	146.58
Tazewell	Rural	111.43	1.29	112.72	6.91	......	6.91	4.84	193.49	......	198.33	2.80	797.96	28.14	828.90	1,146.86
	Municipal	45.83	......	45.83	6.75	......	6.75	......	1.14	......	1.14	96.51	247.88	20.75	365.14	418.86
Union	Rural	78.52	7.16	85.68	8.98	.10	9.08	.24	109.84	......	110.08	.27	404.21	39.76	444.24	649.08
	Municipal	6.83	1.37	8.20	2.55	.73	3.28	......	2.23	......	2.23	8.90	34.57	8.75	52.22	65.93
Vermilion	Rural	135.11	......	135.11	236.59	1.51	238.10	2.58	33.97	......	36.55	12.80	1,212.38	43.42	1,268.60	1,678.36
	Municipal	23.72	......	23.72	11.37	.02	11.39	.14	1.21	.03	1.38	106.55	154.11	22.05	282.71	319.20
Wabash	Rural	33.38	......	33.38	6.71	.17	6.88	......	75.32	......	75.32	.05	264.44	23.92	288.41	403.99
	Municipal	5.07	......	5.07	.83	......	.83	......	1.00	......	1.00	16.86	22.23	4.83	43.92	50.82
Warren	Rural	88.10	......	88.10	6.39	.23	6.62	.21	172.62	......	172.83	.97	680.49	86.46	767.92	1,035.47
	Municipal	6.12	......	6.12	2.25	......	2.25	......	2.25	......	2.25	35.65	31.05	2.63	69.33	79.95
Washington	Rural	106.17	......	106.17	3.94	9.75	13.69	.04	124.84	1.90	126.78	......	532.77	145.23	678.00	924.64
	Municipal	9.57	......	9.57	.92	.22	1.14	......	1.76	.31	2.07	.38	60.38	7.91	68.67	81.45
Wayne	Rural	61.30	.02	61.32	3.85	1.16	5.01	......	202.50	1.47	203.97	......	902.50	210.19	1,112.69	1,382.99
	Municipal	6.66	.61	7.27	.09	.01	.10	......	2.56	......	2.56	.78	63.67	4.67	69.12	79.05

TABLE 41.—MILEAGE OF HIGHWAYS AND STREETS, DECEMBER 31, 1969.

County	Area	Highway System														Total All Systems
		State						County				Township and Road District and Municipal Street				
		Primary [3]			Supplementary [4]											
		Paved [1]	Low Type Surface [2]	Total	Paved [1]	Low Type Surface [2]	Total	Paved [1]	Low Type Surface [2]	Earth	Total	Paved [1]	Low Type Surface [2]	Earth	Total	
White	Rural	81.28	....	81.28	.61	.06	.67	....	162.10	2.49	164.59	.10	673.24	110.84	784.18	1,030.72
	Municipal	8.51	....	8.51	.33	....	.33	.17	2.68	....	2.85	9.67	57.89	8.64	76.20	87.89
Whiteside	Rural	131.57	.20	131.77	32.92	9.47	42.39	1.25	205.92	....	207.17	2.78	765.37	46.77	814.92	1,196.25
	Municipal	22.31	.04	22.35	.35	.12	.47	....	1.57	....	1.57	19.89	155.79	15.19	190.87	215.26
Will	Rural	258.06	.10	258.16	46.80	8.07	54.87	2.46	247.79	....	250.25	1.71	1,158.21	57.48	1,217.40	1,780.68
	Municipal	66.03	1.35	67.38	18.02	1.49	19.51	.05	12.89	....	12.94	124.69	288.13	39.72	452.54	552.37
Williamson	Rural	83.25	....	83.25	25.84	....	25.84	14.04	86.90	....	100.94	10.27	558.99	46.81	616.07	826.10
	Municipal	16.26	....	16.26	4.66	.03	4.69	.86	.05	....	.91	40.86	124.52	45.92	211.30	233.16
Winnebago	Rural	115.31	....	115.31	59.83	.05	59.88	4.19	315.82	....	320.01	3.97	591.10	30.06	625.13	1,120.33
	Municipal	39.81	....	39.81	25.27	....	25.27	6.17	12.49	....	18.66	176.82	328.79	25.76	531.37	615.11
Woodford	Rural	110.20	14.18	124.38	2.48	1.54	4.02	2.01	143.36	....	145.37	.45	666.43	31.07	697.95	971.72
	Municipal	9.70	.42	10.12	1.52	.08	1.60	....	1.18	....	1.18	16.42	67.85	12.96	97.23	110.13
State	Rural	10,573.19	188.68	10,761.87	2,122.79	261.50	2,384.29	175.48	15,819.99	28.98	16,024.45	179.35	66,740.97	6,491.22	73,411.54	102,582.15
	Municipal	2,324.40	30.07	2,354.47	1,031.60	25.27	1,056.87	121.65	655.89	1.21	778.75	8,758.16	12,201.22	1,656.51	22,615.89	26,805.98
	Total	12,897.59	218.75	13,116.34	3,154.39	286.77	3,441.16	297.13	16,475.88	30.19	16,803.20	8,937.51	78,942.19	8,147.73	96,027.43	129,388.13

Note: The Mileage of Illinois Tollways, exclusive of ramps, which are included in this table, follows:

County	Rural	Municipal	Total
Boone	12.78	—	12.78
Cook	43.98	43.91	87.89
DuPage	14.44	5.14	19.58
Kane	21.25	1.48	22.73
Lake	22.94	1.50	24.44
McHenry	9.01	—	9.01
Rock Island (Memorial Bridge)	0.39	0.07	0.46
Winnebago	15.89	—	15.89
Total	140.68	52.10	192.78

[1] Paved surface includes block, brick, portland cement concrete, and high-type bituminous.

[2] Low-type surface includes low-type bituminous, gravel or stone, and oiled earth.

[3] Marked highways and to be marked highways.

[4] Unmarked State maintained roads.

All county maps of the general highway series have been redrafted on the polyconic projection using data obtained from aerial photographs and field inventory surveys. These maps were revised to show changes in surface type for rural highways and for changes in corporate limits of municipalities as reported by the districts for 1969.

General highway maps were delineated for 12 of the 19 counties reinventoried. The remaining 90 counties with respective supplements were revised.

The Road Inventory Unit also prepared for publication the *Illinois Official Highway Map.* In addition, State maps showing the Federal-aid highway systems, the State primary highway system, progress of interchange construction, pavement widths on primary highways, and status of interstate construction, etc., were revised and printed.

Other work included the preparation and printing of the various 1968 traffic maps. Ninety-three maps of the larger cities have been drawn and are now available. Since some of these maps contain more than one city, a total of 134 municipalities are hereby represented. In addition, a report was updated from inventory data for the Department of Defense giving the clearances and design of structures on through traffic routes.

(b) *Traffic Studies.*—The Traffic Studies Unit is responsible for collecting, forecasting, analyzing, and compiling traffic data concerning the volume, type, and weight of vehicles and their movement on the streets and highways of Illinois. A knowledge of current traffic characteristics is necessary in order to achieve sound planning for future highway improvements and to evalvate the present operation of the highway system.

Various methods are utilized to count vehicles and to classify them. Traffic is machine counted continuously with hourly totals for the entire year at 31 permanent locations. The seasonal control stations at approximately 130 locations employ a system of periodic sampling. They are counted by machine for one week of each month. Other methods include the systematic placement of traffic counting machines for 24-hour periods at locations throughout the State for sampling purposes. In addition, manual classification of vehicle types is made at selected intersections for 8-, 16- and 24-hour periods.

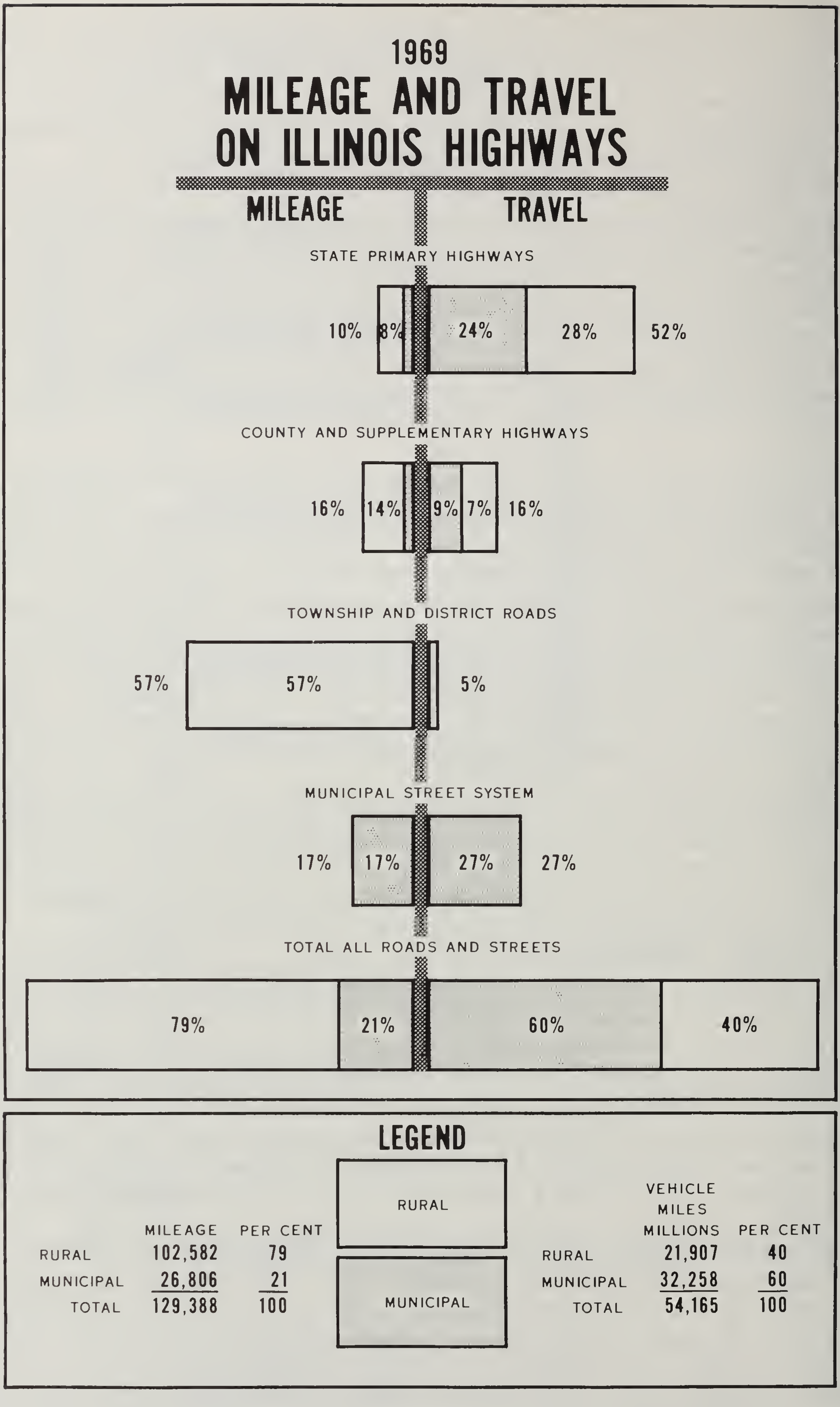
In 1969, these data were analyzed and compiled to be presented on traffic flow maps of: (1) the State, showing average daily traffic on primary highways; (2) twenty county traffic maps, showing average daily traffic on both primary and secondary roads; and (3) six city traffic maps showing average daily traffic on major streets.

Traffic data is otherwise summarized and published in the form of annual reports such as: Continuous Count Data, Traffic Characteristics, Truck Weight Survey, and Table TA-1 which shows accident rates and vehicle miles of travel by highway system.

Figure 9 shows the per cent of mileage and travel for each of the highway systems of Illinois. Of special interest is the fact that although the State primary system has only 10 per cent of the total mileage, 52 per cent of highway travel in Illinois is carried on this system. Furthermore, the Federal-aid interstate system, a part of the State primary system, had only 0.8 per cent of the total mileage but 14.2 per cent of the total travel on Illinois highways. There is now a total of 1,051 miles of the Federal-aid interstate system complete in Illinois .

The amount of travel on Illinois highways, streets, and roads has increased nearly 50 per cent in the last ten years. From 1968 to 1969, total traffic on the rural primary system increased 3.4 per cent. Passenger car traffic increased 2.7 per cent, single unit truck traffic increased 8.3 per cent, and large truck combinations increased 3.5 per cent.

As in previous years, nearly all the large truck combinations are tractor-semitrailer combinations, the average loaded weight of which was 53,940 pounds in 1969. More than three-fourths of the large truck combinations now are five-axle tractor-semitrailers, as compared to 1949 when nearly two-thirds were three-axle tractor-semitrailers.



	MILEAGE	PER CENT
RURAL	102,582	79
MUNICIPAL	26,806	21
TOTAL	129,388	100

	VEHICLE MILES MILLIONS	PER CENT
RURAL	21,907	40
MUNICIPAL	32,258	60
TOTAL	54,165	100

Figure 9.

3. URBAN PLANNING SECTION.—A continuing, comprehensive, and cooperative transportation planning process in each of the 233 municipalities with a population of 5,000 or more in Illinois is being implemented by this section. This program includes: (1) formulating goals and policies concerning the development of urban transportation systems which will promote better State and local traffic service; (2) preparing and keeping current plans for urban transportation systems; (3) developing procedures for cooperative relationships between State and local governments; (4) extending technical assistance and advice in urban transportation planning; and (5) participating in studies and research in the techniques of urban planning.

To accomplish these goals, the Urban Planning Section is divided into three units: Urban Planning Liaison, Traffic Planning, and Facility Planning.

The *Urban Planning Liaison Unit* furnishes guidance in inventories and forecasts of urban socio-economic characteristics and objectives and relates these factors to urban transportation plans.

The *Traffic Planning Unit* analyzes present traffic characteristics, forecasts future traffic, and assigns traffic to proposed transportation facilities.

The *Facility Planning Unit* analyzes existing transportation facilities and develops proposed transportation plans based upon community objectives, operational needs, and economic feasibility.

During 1969, continued progress was made in the comprehensive transportation planning process for each of the twelve urbanized areas of Illinois. The Federal-aid Highway Act of 1962 requires that this be done in order to qualify for Federal highway funds after July 1, 1965. The urbanized areas include Aurora, Bloomington-Normal, Champaign-Urbana, Chicago, East Dubuque (part of Dubuque, Iowa-Illinois Urbanized Area), East St. Louis, Decatur, Joliet, Peoria, Rockford, Rock Island-Moline, and Springfield.

In connection with the urbanized area transportation planning studies, the initial Aurora, Joliet, and Springfield studies were completed, the reports issued, and these studies are in the continuing planning process. Other major phases of the urbanized area transportation studies were continued in cooperation with local and consultant forces in Bloomington-Normal, Champaign-Urbana, Decatur, East St. Louis, Peoria, Rockford, Rock Island-Moline, East Dubuque, and the Lake County area.

Additional major programs during 1969 included: continuation of transportation studies for Carbondale and Harrisburg; coordination of activities with the Chicago Area Transportation Study; and completion of a report for general distribution concerning the need for local land use planning at highway interchange areas. Also, coordination of activities were continued with metropolitan areas as required under Section 204 of the 1966 Demonstration Cities and Metropolitan Development Act.

This section also continued participation in training programs for specialized technical personnel; supervised the preparation of revisions of urban area descriptions for Federal-aid programing; cooperated with planning agencies in the preparation of the transportation elements of various HUD 701 comprehensive planning programs; distributed educational material on urban planning to the district offices and to other governmental and planning agencies; and performed other routine and special planning activities.

4. ADVANCE PLANNING.—Two units are included in this section: Highway Cost and Administrative Studies.

(a) *Highway Cost Unit.*—This unit conducts annual studies of highway finance both on the State level and on that of local governments. These data are summarized into tables showing funds collected, allocated, and expended from property taxes; bond issues; and motor user taxes. Periodic revisions are made to road life data; forecasts are compiled for motor fuel consumption, motor vehicle revenues, and for motor fuel tax funds. Studies of deficiencies are made to determine the needs on all systems of highways in Illinois, including the periodic determination of the remaining costs to complete the interstate system. In recent years, and especially 1969, the Illinois Highway Study Commission asked that the Division furnish much of the information needed to update its studies and present its highway program to the legislature. This included completing a highway functional classification; updating needs for the period 1970-1990; and assembling and publishing the Commission's program entitled, "Illinois' Complete Highway Plan 1970-1990".

In addition several special studies were made in response to the request of the Commission. These included reports on the following subjects: Comments and proposals for a State highway bond issue; an analysis of the Cook County Expressway Bond Issue; a report on Federal-aid for highways in Illinois; an analysis of the Chicago Motor Club's proposal for financing a supplemental system of freeways; and a digest of diversion of highway funds for nonhighway purposes.

One part of the Highway Cost Unit assembles the legislative needs of the Division, helps prepare bills, attends hearings, and follows legislation during its course through the legislature.

At the end of the legislative session a digest of bills pertaining to highways and their administration is prepared and released. Most of the bills enacted which are of interest to highway officials are summarized in Chapter II. Legislation of this report.

Members of this Unit also served on committees for reviewing location studies for freeways, tollways, bypasses, and bridges. Included were location studies for nearly 2,000 miles of supplemental freeways; an analyses, review, and evaluation of a study to determine the feasibility of the Illinois portion of the tollway connecting Kansas City, Quincy, Peoria, and Chicago; an analysis of bypasses proposed in the modernization of the State highway system; and the review of a feasibility study for a bridge over the Illinois River at Grafton.

Other work included furnishing information in response to public request or for publication concerning highway finance, motor vehicle taxation, sales tax on automobile sales; and a paper protesting the cutbacks on Federal highway contracts.

Some of the more important phases of this work are described below:

The *Local Finance Study* includes the collection and analyses of information concerning county, municipal, and township revenues for highway and street purposes and the expenditure of these funds for construction, maintenance, administration, and related purposes. In 1969 the data for the 1967 fiscal year was completed and summarized in tables and submitted for publication in the 1968 Annual Report. Information gathered during 1969 for the 1968 fiscal year was completed in 1970 in time for submittal and inclusion in this report. Table 42 shows the financial activity of the several classes of government for roads and streets in 1968 while Table 43 gives a comparison of funds available and disbursed for road and street purposes during the past 5 years in Illinois.

State Highway Finance Studies include compiling and summarizing of information from Federal sources other State departments, and the Bureau of Fiscal Management of the Division of Highways to indicate in detail the motor user taxes collected and the allocation and expenditure of these funds by State and local governments. A continuing record of these data is kept and new figures are added each year. During 1969 the information for 1968 was compiled and made a part of the historical record. Most of the information compiled is also required by Federal agencies and appears in an annual publication of the Federal Highway Administration entitled, "Highway Statistics".

TABLE 42.—RECEIPTS AND DISBURSEMENTS FOR HIGHWAY PURPOSES BY GOVERNMENTAL UNITS OF ILLINOIS DURING THEIR 1968 FISCAL YEAR.

Sources of Receipts and Purpose of Disbursements	Funds Received and Spent by														Total	
	State		Counties		Townships and Road Districts		Municipalities[1]		Special Districts[2]		Federal Government[3]		Toll Bridges Owned by Governmental Agencies			
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS																
Property taxes	....	....	$37,125,026	68.9	$41,784,031	83.8	$31,293,358	31.8	$1,290,590	81.7	....	....	....	....	$111,493,005	13.6
Motor vehicle imposts[4]	$354,962,550	94.8	4,340	0.0	4,666	0.0	41,396,560	42.1	....	....	....	....	....	....	396,368,116	48.2
Other special imposts	7,566,638	2.0	3,405,962	6.3	732,807	1.5	6,493,250	6.6	114,309	7.2	....	....	[5]$7,183,436	77.6	25,496,402	3.1
Transfer from general funds	57,144	0.0	654,216	1.2	6,260,907	12.6	9,777,403	10.0	....	....	....	....	....	....	16,749,670	2.0
Federal funds	....	....	....	....	....	....	....	....	....	....	$234,538,387	100.0	....	....	234,538,387	28.6
Borrowings	....	....	141,340	0.3	1,042,205	2.1	5,910,702	6.0	....	....	....	....	....	....	7,094,247	0.9
Decrease in balance	11,845,670	3.2	....	....	....	....	3,462,686	3.5	174,766	11.1	....	....	2,073,732	22.4	17,556,854	2.1
Adjustments for aid Transfers[6]	....	....	12,547,714	23.3	8,811	0.0	542	0.0	....	....	....	....	....	....	12,557,067	1.5
Total receipts	$374,432,002	100.0	$53,878,598	100.0	$49,833,427	100.0	$98,334,501	100.0	$1,579,665	100.0	$234,538,387	100.0	$9,257,168	100.0	$821,853,748	100.0
Per cent	45.6		6.6		6.0		12.0		0.2		28.5		1.1		100.0	
DISBURSEMENTS																
Direct (except interest)	$467,820,511	98.4	[7]$69,912,024	67.9	$64,562,601	92.1	$131,600,095	80.8	$ 6,790	0.4	....	....	$2,619,856	30.2	$736,521,877	89.6
Interest	....	....	4,020,717	3.9	1,018,616	1.5	4,044,674	2.5	247,875	15.7	....	....	3,183,575	36.7	12,515,457	1.5
Debt retirement	....	....	[7]23,370,000	22.7	2,598,176	3.7	12,077,904	7.4	1,325,000	83.9	....	....	952,988	11.0	40,324,068	4.9
Related purposes and transfers	....	....	25,107	0.0	144,486	0.2	15,203,838	9.3	....	....	....	....	1,845,535	21.3	17,218,966	2.1
Increase in balance	....	....	5,622,976	5.5	1,752,987	2.5	....	...	....	....	....	....	....	....	7,375,963	0.9
Adjustment for aid transfers[6]	7,827,395	1.6	....	....	....	....	....	...	....	....	....	....	70,022	0.8	7,897,417	1.0
Total disbursements	$475,647,906	100.0	$102,950,824	100.0	$70,076,866	100.0	$162,926,511	100.0	$1,579,665	100.0	....	....	$8,671,976	100.0	$821,853,748	100.0
Per cent	57.9		12.5		8.5		19.8		0.2		....		1.1		100.0	

[1] Receipts of municipalities do not contain parking fees and other local revenue appropriated for street related purposes such as parking facilities, street cleaning, street lighting, sidewalks, and storm sewers.

[2] Include only the Chicago Park District and the Metropolitan Sanitary District of Greater Chicago.

[3] Receipts of Federal Government are reimbursements for the Federal share of highway work except for $2,603,183 of flood control and miscellaneous Federal fund advances.

[4] Include motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.

[5] Includes $6,593,521 toll collections, $266,853 investment income, $262,913 pole and pipe line leases and railroad rentals, $51,268 concession revenue, and $8,881 miscellaneous.

[6] Adjustments for aid transfers are made in this table because the fiscal year of the government grating the aid and that of the government receiving it differ. State allotments of motor fuel tax to each governmental unit also differ from the amount withdrawn and used by that unit.

[7] Contains the disbursement of Cook County expressway bond funds under direct disbursements and the retirement of principal and interest on bonds issued, although funds are advanced for retirement of these bonds from State revenue.

TABLE 43.—COMPARISON OF HIGHWAY FUND RECEIPTS AND DISBURSEMENTS 1963 - 1968.

Sources of Receipts and Purposes of Disbursements	1963		1964		1965		1966		1967		1968	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS												
Property taxes	$ 79,205,827	12.9	$ 83,058,715	11.4	$ 90,380,150	14.5	$ 97,445,262	14.8	$ 97,352,314	13.6	$111,493,005	13.6
Motor vehicle imposts[1]	287,754,047	46.9	300,690,657	41.1	329,923,348	53.1	340,788,461	51.7	375,430,456	52.5	396,368,116	48.2
Other special imposts	15,111,862	2.5	17,677,783	2.4	22,312,938	3.6	24,114,362	3.7	23,709,000	3.3	25,496,402	3.1
Transfers from general funds	11,668,608	1.9	11,891,322	1.6	11,801,698	1.9	15,273,274	2.3	16,855,416	2.4	16,749,670	2.0
Federal funds	163,651,125	26.7	248,491,962	33.9	137,842,419	22.2	151,965,604	23.1	172,972,778	24.2	234,538,387	28.6
Borrowings	6,963,645	1.1	39,649,310	5.4	10,468,161	1.7	10,220,805	1.5	3,033,591	0.4	7,094,247	0.9
Decrease in balance	33,104,393	5.4	2,228,864	0.3	2,753,871	0.4	9,125,059	1.4	1,728,949	0.2	17,556,854	2.1
Adjustments for aid transfers[2]	16,030,090	2.6	28,399,782	3.9	15,962,824	2.6	10,066,017	1.5	24,322,807	3.4	12,557,067	1.5
Total	$613,489,597	100.0	$732,088,395	100.0	$621,445,409	100.00	$658,998,844	100.0	$715,405,311	100.0	$821,853,748	100.0
DISBURSEMENTS												
Direct (except interest)	$544,522,997	88.8	$635,835,537	86.8	$536,332,093	86.3	$570,512,536	86.6	$623,949,032	87.2	$736,521,877	89.6
Interest	14,255,530	2.3	13,749,904	1.9	13,612,595	2.2	12,927,720	1.9	12,819,627	1.8	12,515,457	1.5
Debt retirement	34,894,291	5.7	36,031,791	4.9	37,556,423	6.0	38,672,746	5.9	37,728,974	5.3	40,324,068	4.9
Related purposes and transfer	12,685,355	2.1	12,333,439	1.7	13,324,699	2.2	18,366,428	2.8	16,092,628	2.2	17,218,966	2.1
Increase in balance	7,131,424	1.1	34,137,724	4.7	12,462,991	2.0	14,319,613	2.2	22,166,422	3.1	7,375,963	0.9
Adjustments for aid transfers[2]	....	.....	....	......	8,156,608	1.3	4,199,801	0.6	2,648,628	0.4	7,897,417	1.0
Total	$613,489,597	100.0	$732,088,395	100.0	$621,445,409	100.0	$658,998,844	100.0	$715,405,311	100.0	$821,853,748	100.0

[1] Include motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines - after collection costs and refunds were paid.

[2] Adjustments are principally represented by the difference of the amount of MFT allotted to, and that withdrawn by, the counties and cities and by the differences in fiscal years of governmental units.

The *1968 Highway Functional Classification Study* is the first step of a three-phase study to provide information to formulate a Federal highway program for the period 1970-1990. The other two phases consist of a classification of roads and streets for 1990 and a study of needs for the period 1970-1990. The Federal Highway Administration issued instructions for the 1968 classification study early in 1969 and the Highway Cost Unit was assigned the task of coordinating all efforts and obtaining the cooperation of counties and cities in completing this study. Briefly the task entailed classifying the highways and streets which existed in 1968 into several groups according to their function and indicating the amount of travel for each functional class in each of the several urban, urbanized, and rural areas of the State. This information is summarized in the tabulation which follows:

1968 MILEAGE AND DAILY TRAVEL IN THOUSANDS OF VEHICLE MILES BY AREA AND FUNCTIONAL SYSTEM

	Small Urban Areas			Urbanized Areas					
Functional System	-5,000 9,999	-10,000 24,999	-25,000 49,999	Chicago	Others	Total Urban	Rural	Total	Per Cent
Interstate									
Miles . . .	8	5	3	165	44	225	723	948	0.7
Travel . .	59	47	15	12,363	717	13,201	7,144	20,345	14.2
Principal Arterials									
Miles . . .	174	210	112	764	519	1,779	2,471	4,250	3.3
Travel . .	1,104	1,579	953	17,218	6,467	27,321	12,278	39,599	27.6
Minor Arterials									
Miles . . .	89	101	113	1,137	582	2,022	6,857	8,879	6.9
Travel . .	309	356	504	13,023	3,604	17,796	15,786	33,582	23.5
Collectors									
Miles . . .	297	310	181	721	680	2,189	16,987	19,176	14.8
Travel . .	399	536	319	3,239	2,013	6,506	8,993	15,499	10.8
Local Roads and Streets									
Miles . . .	1,294	1,381	893	8,069	4,221	15,858	80,308	96,166	74.3
Travel . .	757	1,049	539	17,060	4,160	23,565	10,715	34,280	23.9
Total									
Miles . . .	1,862	2,007	1,302	10,856	6,046	22,073	107,346	129,419	100.0
Per cent	1.4	1.5	1.0	8.4	4.7	17.0	83.0	100.0 . .	....
Travel . .	2,628	3,567	2,330	62,903	16,961	88,389	54,916	143,305	100.0
Per cent	1.8	2.5	1.6	43.9	11.8	61.6	38.4	100.0 . .	....

The *estimate of the cost remaining to complete the interstate system* began in 1969 and was completed early in 1970. Initially only an estimate was required to complete I-72, the new interstate route connecting Springfield, Decatur, and Champaign, but after the estimate was made for this route the Federal Highway Administration asked that a study be made to determine the remaining cost for completing the entire interstate system as of October 31, 1969.

The mileage completed and remaining on each route in Illinois at October 31, 1969 and the cost necessary to complete each route to a fully controlled access facility of adequate design for 1990 travel is given below:

	Status of Mileage					Remaining Costs ($000)		
Routes	Completed Free	Completed Toll	Construction Authorized	Remaining	Total	Rural	Urban	Total
24	....	....	....	38.2	38.2	57,530	....	57,530
55	99.1	....	3.7	172.3	275.1	251,990	5,303	257,293
57	226.4	....	124.0	2.2	352.6	31.970	10,058	42,028
64	1.2	....	6.3	115.5	123.0	120,175	24,682	144,857
70	119.9	....	40.3	....	160.2	16,002	6,586	22,588
72	....	....	9.9	69.1	79.0	117,479	115	117,594
74	146.0	....	39.6	28.6	214.2	13,749	24,061	37,810
80	158.7	4.8	....	....	163.5	6,641	2,046	8,687
90	20.0	73.4	6.2	6.1	105.7	401	25,113	25,514
94	46.3	28.6	....	....	74.9	143	21,857	22,000
180	13.2	....	....	....	13.2	385	....	385
255	....	....	....	19.4	19.4	43,784	41,165	84,949
270	15.0	....	....	....	15.0	371	302	673
280	6.7	....	0.7	0.7	8.1	8,471	792	9,263
294	....	48.1	....	....	48.1	....	....	....
474	....	....	....	14.5	14.5	8,026	38,029	46,055
494	....	....	....	19.9	19.9	....	1,063,810	1,063,810
Total	852.5	154.9	230.7	486.5	1,724.6	677,117	1,263,919	1,941,036

The total cost shown above can be further broken down into Federal and State funds as follows:

Item	Federal	State	Total
Federal-aid Interstate	$ 1,718,699,000	$ 190,966,000	$ 1,909,665,000
Other Federal-aid	8,651,000	8,652,000	17,303,000
State Only	....	14,068,000	14,068,000
Total	$ 1,727,350,000	$ 213,686,000	$ 1,941,036,000
Per cent of total	89.0	11.0	100.0

Two purposes are served by this study: (1) It gives Congress key information for the amount necessary to be appropriated to complete the system and (2) since interstate funds are allocated the several states in proportion to remaining cost, this study indicates the per cent of interstate allocations which each state will receive for the fiscal years ending June 30, 1972, 1973, and 1974.

The following tabulation indicates the interstate needs remaining in Illinois at October 31, 1969, the funds already available and applicable to these needs, and the amount remaining to be financed from future allocations. For comparison, similar interstate data for all states are included with the per cent of total interstate work remaining in Illinois.

	United States	Illinois	Per cent for Illinois
Total remaining	$ 30,270,488,000	$ 1,941,036,000	6.412
Funds considered available	7,428,845,000	393,910,000	5.302
Amount remaining to be financed	$ 22,841,643,000	$ 1,547,126,000	6.773
Federal Funds	20,655,086,000	1,392,413,000	6.741

Updating the Illinois Highway Study Commission's highway need study and aiding the commission in preparation of its recommendation to the 76th General Assembly was accomplished by the Highway Cost Unit early in 1969. The Study Commission requested that the needs presented in the "Illinois Highway Needs and Fiscal Study", which was for all roads and streets in the State during the period 1965 to 1985 be revised to the period 1970-1990. As revised the construction, maintenance, and administrative needs for the 20-year period totalled $26.3 billion or $1.3 billion annually. Among the needs for State highways the commission called attention to several categories which it considered of highest priority. These included:

5,000 miles of narrow, unsafe highways	$ 1,150 million
1,950 miles of new freeways needed	4,400 million
580 miles of area development roads	120 million
Total priority construction needs	$ 6,840 million

Estimated annual revenues for the 20 years even with proposed increases in vehicle licenses and motor fuel tax fall considerably short of meeting the needs of roads under State responsibility. Several individuals and agencies proposed credit financing as a means of constructing the new freeways mentioned above. The Highway Cost Unit analyzed the several proposals and prepared a paper on credit financing. These studies contributed to the enactment of HB 443 which created a trust authority and authorized it to issue $2 billion of bonds for highways to be constructed by the Department of Public Works and Buildings. On March 24, 1970 a decision of the Supreme Court declared this act unconstitutional.

This unit also analyzed legislation which was enacted to evaluate its effect on administration both from State and local levels. Included were estimates of the increase in motor fuel tax and license fees which will result from HB 435 and 436. A more detailed discussion of these bills and others concerning highways and highway administration enacted by the 76th General Assembly may be found in the chapter on legislation of this book.

(b) *Administrative Studies.*—The Administrative Studies Unit is responsible for determining construction priorities, developing construction programs, conducting sufficiency rating studies, processing revisions in the Federal-aid and State route locations, and completing special studies concerning highway administration.

The *annual improvement program,* which is assembled and published by this unit each year in conformance with Section 4-302 of the Illinois Highway Code, contains a listing of contruction and right-of-way projects proposed for the following year. The proposed improvement program for the calendar year 1970 was completed and released in part in December, 1969. The 1970 program contained projects with estimated costs of $575,800,000, the largest program ever proposed by the Division of Highways. However, the program did include $148,000,000 of projects to be financed with Highway Trust Authority bond funds which were dependent on a Supreme Court decision as to the constitutionality of the issuance of bonds.

Programing entails first estimating the amount of money which will be available for highway construction and right-of-way acquisition for the ensuing year and the allocating these funds for work in each of the highway districts in an equitable manner. Because of the provision of Federal-aid highway financing, the annual program includes projects on highways in two categories; interstate highways and noninterstate highways. With the interstate system in Illinois over 60 per cent complete, emphasis was directed toward filling in gaps so that long sections of interstate highways would be completed and to schedule other construction to continue the orderly completion of total system. Noninterstate improvements consist principally of modernizing the existing highway system. With the increase in highway user revenues applied in 1969, an expanded program was made possible. During 1969 additional projects were added to the construction program to provide for the immediate improvement of 6 major cross-State routes. In the ensuing years, emphasis is to be placed on the early rehabilitation of all marked pavements less than 22 feet in width. The program will continue to provide for projects on wider pavements in an emergency category because of structural condition and other major projects in accordance with their priority as indicated by sufficiency ratings. In addition, there are a number of miscellaneous items each year which must be completed in order to keep our highways in the best serviceable condition. Highway safety will continue to be an integral part of the program with a number of projects included to correct high accident locations and to provide for roadside safety features.

The *Sufficiency Rating Study* is an inventory to determine the quality of the service being offered to the user by the State's system of roads and streets. The field study conducted during the summer of 1968 established sections of highway with homogeneous conditions and inventoried the various factors affecting service of the sections. The data gathered was processed in 1969. The field inventory resulted in nearly 135,000 punched cards which were transferred to magnetic tape for processing by a battery of computer programs. The battery of programs was developed to process the data, make calculations, and produce a master file containing all of the collected field inventory data from each of the highway districts.

A final report, the sufficiency log, which will include a summary of interim reports with an analysis of the State highway system will be developed from this data. This report will be used as an aid in assigning priorities to sections of highways to be considered in developing the annual improvement program.

Approval of *Federal-aid primary route* locations must be obtained from the Bureau of Public Roads before Federal funds can be obligated for their improvements. Changes are sometimes needed in route descriptions. Processing of these changes involves the preparation of maps showing the part of the route to be relocated and the general alignment of the proposed location, a revised description of the route, and necessary justification required for Federal Highway Administration approval. This material is then submitted to the Bureau of Public Roads and upon approval distributed to the effected districts and bureaus. Seven such revisions were made during 1969 affecting 22 Federal-aid primary routes.

5. THE ELECTRONIC COMPUTER UNIT.—The work in this unit has two objectives: (1) the promotion and expansion of the use of electronic computation as a means of increasing engineering productivity within the Division of Highways, and (2) providing electronic computer services for the solution of highway engineering problems for all offices in the Division, using programs that have proven to be both accurate and time saving.

During the year, the computer unit expended its efforts as follows: (1) development of new programs and ideas; (2) adapting programs from other organizations for Division use, and (3) training and education of personnel in other offices in the uses and adaptability of programs to fulfill their needs.

The major uses of these programs follow: (1) evaluation of the sufficiency of the State highway system; (2) mathematization of interchanges for design and construction purposes; (3) calculation of earthwork cut and fill quantities for both design and contract payment purposes; and (4) determination of the edge of pavement elevations for construction.

6. CHICAGO AREA TRANSPORTATION STUDY (CATS).—This study, begun in late 1955, was initially sponsored and financed by the State, Cook County, and the City of Chicago with the cooperation of the Federal Bureau of Public Roads. The

base study was completed and a recommended long-range plan for highway and transit facilities was published in 1962.

The study undertook the continuing, comprehensive and cooperative transportation planning function for the Chicago area in 1963. A policy committee representing the City of Chicago, Cook County, DuPage County, State of Illinois, and the Federal Highway Administration was responsible for the conduct of the study.

In 1967 the policy committee directed that the area of CATS transportation planning responsibility be extended to include the six counties of northeastern Illinois, i.e., Cook, DuPage, Lake, McHenry, Kane, and Will. Policy decisions were made to invite participation of transit interests in policy and advisory roles. Implementation of these decisions was undertaken in the fiscal year 1968. Six commuter railroads, the Chicago Transit Authority, and Kane and Lake Counties agreed to financial support of the Chicago Area Transportation Study and members representing these groups were added to the policy committee.

A broad range of organizations and agencies interested in transportation planning are represented on a technical advisory committee. The 124 municipalities within the urbanized area are organized in ten regional councils. A member from each regional council comprises a council of mayors. In 1968 a mass transportation coordinating committee was formed, representing rail, bus, and rapid transit carriers. In 1970 a special task force work program committee was formed to advise the policy committee on the work program for transportation planning.

The continuing transportation planning process is organized within five major areas. These are (1) surveillance, (2) plan development and reappraisal, (3) service, (4) procedural development, and (5) reports and public information.

Surveillance includes the periodic (5 and 10 year) updating and analysis of socio-economic, transportation facilities, land use, and travel inventories; maintenance of current data on traffic, accidents, and highway and transit networks; and current estimates and future forecasts of population, employment, income, vehicle ownership, land use, trips, freight demand, traffic, and aviation. Current estimates of population, housing units, income, and employment were also prepared. A study of trip generation at shopping centers was completed. Base maps for transportation systems coding were prepared and substantial amount of highway network data was coded for the six county area. Compilation and publication of the statistical series of data on motor vehicle accidents on expressways in the Chicago area and on local and arterial streets in Chicago and suburban communities continued on a monthly schedule. Traffic count data was received and processed from several agencies in the Chicago area. Work was begun on developing studies of regional aviation and freight facilities. CATS performed the review and prepared comments on all proposed project applications concerning transportation received from the Northeastern Illinois Planning Commission (NIPC) within the purview of Section 204 of the Demonstration Cities and Metropolitan Development Act of 1966.

Plan development and reappraisal applies to regional planning of highways, mass transportation, airports, and freight facilities. It also includes sub-regional projects for specified areas within the region, such as arterial planning, special mass transit planning, airport access, and special freight facilities studies. Work has begun on assimilating plans developed by four other transportation planning studies in the six county area. A report on the joint CATS-NIPC Land-Tran Project was published. Work assigned to CATS in the Chicago Central Area Transit Study was completed. Participation continued in the work of the North Suburban Transportation Council.

The *service* function involves providing technical assistance and data to sponsoring agencies, communities, and other government agencies of all levels. It includes work performed by CATS on a reimbursable basis on special surveys and other planning projects as requested. In 1969, a large number of traffic estimates were prepared to meet requests of the State, City of Chicago, Cook County, and other agencies. Numerous requests were met for data, technical assistance, and other information. CATS assisted in expressway route and ramp studies, location studies for the Crosstown Expressway, an O'Hare Airport Ground Transportation Study, and preparation of the 1970 Census Address Coding Guide. A technical study entitled "Southward Transit Area Coordination (STAC)" was begun with CATS designated as the agent for the Department of Public Works and Buildings to monitor and participate in the study.

Procedural development applies to the development of planning models and procedures, developing techniques for data processing, graphic display, collection, and organization of information. A substantial amount of work was completed in developing a regional highway traffic distribution and assignment model, a direct traffic estimate model and a transit travel assignment and analysis model. Research continued on the development of a model for analyzing capital budgeting decisions that would provide information to operating agencies to plan and budget construction programs. The computer facility was up-graded to an IBM 360/30 system. Plans and training were begun to employ a remote job entry terminal to a large State computer facility.

Reports and public information relate to activities of the CATS Regional councils of municipalities in northeastern Illinois, publication of annual reports on the planning process, and interim reports for public information. An annual work progress report summarizing work accomplished during the calendar year 1969 was published. Information on activities of CATS was widely distributed in publications of the monthly progress report, CATS research news, and transport. Meetings with the ten regional councils were held throughout the year.

7. THE TECHNICAL REFERENCE LIBRARY.—Following the recommendation made in, "A Proposal for the Reorganization of the Illinois Division of Highways," February 1951, plans were started for the creation of a technical reference library with the responsibility for this duty being assigned to the Engineer of Planning. Technical books, trade magazines, periodicals, and research reports which had been accumulating over the years in the various offices of the Division were to be the nucleus of this library. A small room on the 7th floor of the State Office Building was set aside in 1955 for this new project. The supplies clerk was assigned the responsibility of getting these materials collected, sorted by subject, catalogued, and arranged for general use. A powerful impetus to the growth of the library was the move in September, 1967 to the new Highway Administration Building where a much larger room with ample filing shelves, tables, chairs, and a card catalog were available. An employee was permanently assigned to the further development and operation of the library.

This library is primarily a research and reference unit and in this capacity obtains, indexes, and makes available for use by Division personnel such publications of specific interest as: complete Highway Research Board releases; all Bureau of Public Roads publications; Division research and other official reports; pertinent engineering and related publications of the other 49 State highway departments, Canadian provinces, major city engineering conferences, and societies; and technical books and professional periodicals in civil engineering and related fields. Each month the library publishes a newsletter describing new materials received.

As part of the Bureau of Planning's Administrative Unit, the library offers a messenger and copy service for the Executive Office, and does the fingerprinting for the entire Division of Highways.

Since many request have been received from interested agencies throughout Illinois and the remainder of the United States, the library is currently attempting to complete a historical section by obtaining and binding official publications of the Division prior to 1940.

XII. RESEARCH AND DEVELOPMENT

1. GENERAL.—The Bureau of Research and Development is responsible for implementing, conducting, and coordinating a research and development program to improve the economy and quality of highway planning, design, construction, maintenance, and operation. Duties include preliminary background studies for new research and development projects, arranging the financing of projects, conducting projects, correlating activities on projects conducted within the Division of Highways and by outside agencies under Division sponsorship, disseminating information regarding the results of research and development, and the evolving of practical applications of research and development findings.

The Bureau of Research and Development operates within a framework that includes a Structural Research Section, a Research Coordination Unit, a Research Evaluation Unit, a Products Evaluation Unit, an Instrumentation Development Unit, and an Expressway Surveillance Project Unit. The Structural Research Section is divided into a Pavement Research Unit, a Bridge Research Unit, and a Foundations Research Unit. The Structural Research Section and the Instrumentation Development Unit are located in the Physical Research Laboratory at Ottawa; the Research Coordination Unit, Research Evaluation Unit, and the Products Evaluation Unit are located in the Bureau headquarters in Springfield; the Expressway Surveillance Project Unit is headquartered in Oak Park.

The Illinois Highway Research Council is a fourteen-member group serving in an advisory capacity to the Chief Highway Engineer on matters of research. Council members represent the Illinois Division of Highways, the Federal Bureau of Public Roads, the County Superintendents of Highways, the City Engineers, the Illinois State Toll Highway Commission, and engineering educational institutions of Illinois. The Council reviews work on active research projects, reviews and approves manuscripts and progress reports for work completed, and reviews and makes recommendations concerning projects that are suggested for addition to the research program.

The Illinois Highway Development Council is a ten-member group composed of Bureau Chiefs, two District Engineers, and a Deputy Chief Highway Engineer serving in an advisory capacity to the Chief Highway Engineer on developmental matters. This group reviews proposals and makes recommendations relating to practical applications in the highway field of new products, new materials and new processes. A principal function of this Council is to serve as a clearing-house where vendors may introduce new items proposed for highway usage.

2. RESEARCH PROGRAM.—In general, the research work may be divided into two groups: (1) that accomplished within the Division with bureau and district forces, and (2) that conducted wholly or in part by outside agencies through cooperative agreements within the Division. Work continued on 13 projects being conducted currently by Division forces and 21 by agencies acting under contracts with the Division.

The cooperative program provides specialists and equipment not otherwise at the disposal of the Division for research. A major cooperating agent is the University of Illinois. A continuing program of highway research, known as the Illinois Cooperative Highway Research Program, is being carried on at this institution. Other cooperative studies sponsored by the Illinois Division of Highways are conducted by Northwestern University and by the United States Geological Survey.

The Federal Bureau of Public Roads is participating in a number of individual research projects deemed to be of National interest. These projects are eligible for Federal participation from the 1-1/2 per cent allotment available for highway planning and research. Projects conducted both by Division forces and by outside cooperating agencies are eligible for Federal participation.

The *National Cooperative Highway Research Program* is a nation program of highway research sponsored by the American Association of State Highway Officials, administered by the Highway Research Board of the National Academy of Sciences-National Research Council, and supported by the States and Federal government. Illinois is among the states contributing 4-1/2 per cent of their allotments of Federal highway planning and research funds toward support of the program. This is a continuing program of highway research which started in fiscal-year 1963.

The *Highway Research Correlation Service* of the Highway Research Board receives its support from most of the states, including Illinois. The primary purpose of the Highway Research Correlation Service is to collect, correlate, and disseminate highway research information nationwide to the end that highway research will be better coordinated, duplication of research effort will be avoided, and research results will be made generally available.

The *AASHO Road Test Study* is being conducted in two separate phases with the purpose of (1) extending the findings of the original AASHO Road Test to pavements in regular service through a study of the behavior of the original test pavements in long-time service under regular mixed traffic conditions and (2) developing formulas and procedures for application of the AASHO Road Test equations in structural design and evaluation of highway pavements in Illinois. Work under the first phase (Phase I) includes research observations and measurements and analyses of the data on the behavior of the rehabilitated AASHO Road Test pavement sections now serving regular mixed traffic as part of Federal-aid Interstate Route 80. Work under Phase II is concerned with the development of modifications of the AASHO Road Test equations for practical application in structural design of pavements through a study of the behavior of existing pavements in Illinois. Work was continued on evaluating the provisional design manuals for rigid and flexible pavements that have been developed and put into practice. The Interim Flexible Pavement Design Procedure has been revised to include the use of lime-soil mixtures for base and subbase on low-volume secondary and local roads. The development of a third manual for use in designing the resurfacing of existing pavements has continued.

The initial work has been completed on a study to determine the effect of mineral fillers on the performance of flexible pavements. A report on this portion of the study has been completed and is being reviewed prior to its release.

The *Expressway Surveillance Project* was established in 1961 for the purpose of conducting operational studies to determine causes of congestion on high-volume expressways and to investigate ways to improve traffic flow and to evaluate resulting benefits. The ultimate objective is to reduce congestion by means of automatic traffic control measures.

The project has established a functional automatic traffic surveillance, information and control system which has significantly reduced congestion on the outbound Eisenhower Expressway. The use of lane occupancies and input-output counts as measures of freeway levels of service has been developed and refined to provide automatic surveillance, control and evaluation outputs. A technique of automatically metering traffic onto the expressway at entrance ramps based on electronic surveillance of upstream traffic conditions developed for the initial system has been applied to the inbound Dan Ryan Expressway and the inbound Eisenhower Expressway, and is readily adaptable to future studies involving other facilities.

Although initial studies were confined to a pilot system, the scope of the Expressway Surveillance Project has been expanded to include the evaluation of full-scale operational surveillance and control systems on various Chicago area expressways.

The Expressway Surveillance Project continued its evaluation of entrance-ramp metering. Major installation contracts were awarded and work undertaken in the planned expansion of traffic surveillance and ramp metering throughout the Chicago Area Expressway System. The initial installation of slow-scan television equipment has been completed and will allow further evaluation of the potential of various control schemes for coordinating freeway entrance ramp metering with adjacent intersection signal operations.

An *Investigation of Continuously Reinforced Concrete Pavement* is being conducted to determine the behavior and economic feasibility of continuous reinforcement in portland cement concrete pavements and to develop essential design criteria. The study was started in 1947 with the construction of an experimental project on Route US 40 near Vandalia, Illinois. It was expanded to include the construction of a series of experimental pavements for construction experience and limited observation, and one heavily instrumented pavement for precise observations and measurements. Experimental use of continuously reinforced portland cement concrete overlay of existing concrete pavement and a side study of the effects of water reducing agents in concrete of continuously reinforced pavements on pavement performance have been added. Experimental observation pavements have now been constructed in seven districts, one section of heavily instrumented pavement has been completed, and a section of experimental continuously reinforced concrete overlay was constructed on Interstate Route 70.

Work on this study has progressed to the point where design standards for continuously reinforced pavement have been prepared and provisions for determining structural design are included in the current design manual of the Division. The side study - to evaluate the use of water-reducing admixtures in portland concrete for continuously reinforced pavement has produced results which have caused the Illinois specifications to be revised to permit the use of approved water-reducing admixtures.

The study *Motorist Aid System for Rural Freeways* was continued. The system proposed for Interstate 80 in Illinois is a demonstration-type project, that, if successful, would be the forerunner of similar systems placed on Interstate and other controlled access highways in rural areas of the type I-80 traverses in Illinois. It is designed to augment services now being rendered to stranded motorists by the State Police. The demonstration project is being conducted by the Illinois Division of Highways in cooperation with the U. S. Department of Transportation, Federal Highway Administration, Bureau of Public Roads. The 138-mile portion of I-80 between its junction with Interstate 74 near Rock Island on the west, and its junction with Illinois 43 (Harlem Ave.) near the Will-Cook County line on the east, has been selected as the location for the project.

The backbone of the total system is a communications network that includes roadside terminals to be placed at the outside shoulder edges at one-mile intervals for the use of motorists needing assistance. The communication system is to be a two-way voice cable carrier installation operated through the headquarters of the two State Police Districts in which the section lies. All calls from motorists making use of the system will be answered by the police desk sergeants, who will dispatch the necessary services or provide the required information. The system is designed to service both emergency and nonemergency calls, thereby attempting to minimize the activities of people on highway shoulders. Calls will be toll-free, and will be completed by simply removing the receiver from its hook or pressing a button which will automatically activate an audible ringing sound at the police headquarters.

Motorists Aid Systems of the type planned for I-80 in Illinois can be expected to offer significant reductions in the average time required for stranded motorists to obtain service, for injured to receive treatment, and for the removal of disabled vehicles that are hazards on the roadway. They also offer a convenience to motorists in need of road directions or other highway information. For most trips, in which no aid of the nature offered by Motorist Aid Systems is needed, they offer the traveler the sense of comfort and security that is provided by the knowledge that a means is at hand for obtaining help should it be needed.

The contract was awarded and work began on the installation of the system. Evaluative studies of "before" conditions were undertaken.

The study *An Investigation of Welded Wire Fabric as Reinforcement in Bituminous Concrete Surfacing* was terminated. Many difficulties were encountered in placing the fabric during placement of the binder course. After one third of the binder course was completed, the experimental feature was discontinued. A report of the difficulties encountered during construction has been prepared.

The study to develop a *Highway Drainage Policy and Manual for the State of Illinois* was completed. The manual has been reviewed by the Bureaus and Districts of the Illinois Division of Highways and is awaiting publication.

The study *Analytic Aerial Triangulation for Highway Location and Design* was completed. This study was undertaken to determine the technical and economical feasibility of using analytic aerial triangulation techniques to reduce the amount of ground control surveying needed for photogrammetrically compiling maps required for highway location and design.

For the use of the Illinois Division of Highways, computer programs for a monocular three-photo solution were developed and assembled into a single systems computer programming package, with emphasis placed on the inclusion of program operation checks within the system to ensure minimization of operator data handling errors.

The results of this study are being used by the Illinois Division of Highways for operational use of analytical aerial triangulation in compiling maps for highway location and design.

Table (44) presents summarized information concerning the research projects in which the Division of Highways participated during 1969. Detailed information on many of the projects is available in published research reports and papers relating specifically to the work accomplished.

3. DEVELOPMENT PROGRAM.—This program is directed at the development of useful applications in the highway field of new products, new materials, and new processes. The Bureau of Research and Development has the responsibility for seeking out items for potential application, for conducting background investigations of items that appear to have usefulness, and for conducting exploratory trials that may lead to full-scale usage.

Vendors wishing to have their new products or materials brought to the attention of the Illinois Highway Development Council make their initial presentations through the Bureau of Research and Development.

Thirty-four proposals for the use of new products, materials, and processes were reviewed by the Bureau of Research and Development and by the Illinois Highway Development Council during the year. This resulted in the introduction of five new products and materials into general use, laboratory testing of four, and trial usage of fourteen new products and materials.

Table (45) presents summarized information concerning the development projects in which the Division of Highways participated during 1969.

Table (46) summarizes the recommendations of the Development Council on proposed applications of new items reviewed in 1969.

TABLE 44.—HIGHWAY RESEARCH PROJECTS IN WHICH THE DIVISION OF HIGHWAYS PARTICIPATED IN 1969.

IHR Project No.	Name of Project	Purpose	Year Under-taken	Status of Project	Agency Conducting Project	Co-Sponsors
2	Miscellaneous Highway Problems	Develop information useful in solution of miscellaneous highway problems	1940	Continuing	3	1, 3
5	Riveted and Bolted Structural Joints	Provide information for use in the design of riveted and bolted connections on bridges	1947	Continuing	3	1, 2, 3, 4
6	Performance Survey of Pavement of Route US 66	Develop information concerning the effects of design, materials, construction, traffic, and climate on the performance of pavements.	1949	Continuing	1a	1, 2
10	Prestressed Reinforced Concrete Highway Bridges	Determine behavior and develop information required for design and construction.	1951	Continuing	3	1, 2, 3
28	AASHO Road Test	Develop information to assist in determining: 1. What additional highway costs can be justified to permit the use of heavier trucks than now allowed. 2. How to design pavements that will carry present and future traffic. 3. What share of highway costs should be borne by the operators of various classes of vehicles.	1955	Continuing	1a	1, 2
36	Continuously Reinforced Portland Cement Concrete Pavement	Determine the behavior and economic feasibility of continuous reinforcement in portland cement concrete pavement.	1947 (1d) 1961 (1a)	Continuing	1a, 1d	1, 2
54	Flood Flows from Small Drainage Areas	Provide information that will aid in the scientific design of small drainage structures.	1955	Continuing	5	1, 5
55	Warrants for Highway-Highway Grade Separations	Develop a set of warrants for determining where grade separations for highways are justified, and to provide procedures for the analysis and application of the warrants.	1962	Continuing	6	1, 2, 6
58	Equipment for Establishment and Maintenance of Roadside Cover	Develop and evaluate ideas for more effective and economical roadside development and maintenance equipment.	1958	Continuing	3, 1f, 1g	1, 2, 3
64	Welded Highway Structures	Improve designs for welded highway structures and improve inspection and quality control.	1959	Continuing	3	1, 2, 3
74	Road Smoothness	Improve riding quality of pavements through a systemized study of new and old pavements by means of a standardized device for measuring smoothness.	1957	Continuing	1a	1, 2
75	Seal Coats and Surface Treatments	Obtain basic information for evaluating bituminous material as related to seal coat and surface treatment aggregate.	1961	Continuing	3	1, 2, 3
76	Lime Stabilization	Determine if lime stabilization of soils is effective and economical in pavement construction in Illinois.	1960	Completed	3	1, 2, 3
80	Linseed-Oil Retreatments	Determine, by means of field experimentation, the value, the optimum spacing of cycles, and the optimum rate of application of linseed-oil retreatment of concrete bridges to extend the effectiveness of a treatment program to control damage from the use of de-icing salts.	1963	Continuing	1a, 1f, 1g	1, 2
84	Correlation of the University of Illinois Pavement Test Track with the AASHO Road Test	Develop correlations between results obtained from the University of Illinois Pavement Test Track and some of the findings of the AASHO Road Test for the purpose of providing an economic tool for the study of highway pavement performance.	1964	Continuing	3	1, 2, 3

85	Dynamic Stresses in Highway Bridges	Investigate stresses produced by actual vehicles moving at various speeds over actual bridges and correlate the results with analytical predictions.	1966	Continuing	3	1, 2, 3
86	Skid Resistance of Pavement Surfaces	Develop or improve equipment for measuring skid resistance of highway surfaces, study the polishing characteristics of aggregates used in highway surfaces, develop a durable and economical means of increasing skid resistance of slippery pavements, and assemble a more positive body of acknowledge concerning skid resistance for incorporation in highway design and safety policies.	1963	Continuing	1a	1, 2
88	Expressway Surveillance	Determine, by means of operational studies, causes of congestion on high volume expressways, investigate and determine ways to improve traffic flow by means of automatic traffic control measures, and evaluate resulting benefits.	1961	Continuing	1a, 1g	1, 2, 7, 8
91	Means for Improving Durability of Portland Cement Concrete	Investigate means for improving durability of portland cement concrete, primarily through use of better curing methods.	1965	Continuing	3	1, 2, 3
92	Control of Cracking of Concrete	Develop improved design and construction procedures to control the cracking of concrete structures and pavements.	1965	Continuing	3	1, 2, 3
93	Field Investigation of Prestressed Bridges	Investigate the behavior of prestressed concrete highway bridges under field conditions and relate this to existing theories and laboratory test results.	1965	Continuing	3	1, 2, 3
94	Materials Development and Utilization	Develop guidelines and criteria for determining the applicabilities of current material beneficiation techniques and explore and evaluate new techniques.	1965	Continuing	3	1, 2, 3
95	Relationship of the Ductility Test and Its Fundamental Mechanical Properties	Evaluate the ductility test in terms of the basic mechanical properties of asphalt.	1965	Continuing	3	1, 2, 3
97	Survey Study of Concrete Bridge Deck Deterioration	Determine the types, extent, and severity of deterioration affecting concrete bridges and relate this deterioration to such variables as air content, temperatures during placing of concrete, concrete cover over steel, type of structure, sources of materials, and use of retarding admixtures.	1966	Continuing	1a, 1g	1
98	Item 2, Wire Fabric in Bituminous Concrete Resurfacing	Determine the effectiveness of the use of wire fabric in reducing reflective cracking in bituminous concrete resurfacing.	1967	Terminated	1a, 1g	1
	Item 3, Lime Stabilization of Bridge Cones	Determine the effectiveness of lime stabilization in construction of bridge cones on reducing pavement settlement at bridge abutments.	1967	Continuing	1a, 1g	1
99	Highway Drainage Policy and Manual	Develop a policy statement and manual of highway drainage practices for the State of Illinois.	1966	Completed	1, 3	1
001	Rural Intersection Illumination Criteria	Develop techniques and procedures for selecting rural intersections to be illuminated and for selecting the level and types of illumination to be used.	1967	Continuing	3	1, 2
002	Motorist Aid System for Rural Freeways	Develop a motorist aid system to assist motorists having difficulty during travel on rural freeways. The specific objectives are (1) to ascertain the needs for assistance of operators of motor vehicles, (2) to provide or coordinate necessary services to satisfy these needs, (3) to remove hazards and restore safe traffic operations, and (4) to provide an adequate communication subsystem to perform (1), (2), and (3)	1968	Continuing	1a	1, 2
401	Durability Testing of Stabilized Materials	Develop a satisfactory and realistic procedure for evaluating the freeze-thaw durability of partially cemented highway materials.	1967	Continuing	3	1, 2

TABLE 44.—Concluded.

IHR Project No.	Name of Project	Purpose	Year Under-taken	Status of Project	Agency Conducting Project	Co-Sponsors
402	A Field Investigation of Galvanized Reinforcement in Concrete	Investigating the field performance of galvanized reinforcement in concrete bridge decks that are exposed to an extremely corrosive environment. The study also includes an investigation on the influence of concrete cover depth in relation to steel corrosion and concrete surface spalling	1968	Continuing	1a	1, 2
403	A Field Investigation of Galvanized Bridges	Investigate the comparative field performance and to evaluate the cost of hot-dip galvanized structural steel for bridges in relation to the three-coat paint system consisting of one shop coat of red lead and two-field coats of aluminum paint. The findings of this evaluation may lead to an improved system of steel protection with reduced maintenance cost.	1968	Continuing	1a	1
404	An Investigation of Experimental Paved Shoulders	Develop definitive information to permit selection from among several alternate paved shoulder designs and materials, those of which will give the best service in consideration of overall economy of construction and maintenance.	1966	Continuing	1a, 1g	1, 2
601	State of Illinois Soils Manual	Prepare a soils manual for the State of Illinois.	1968	Continuing	3	1, 3
602	Placement Rates for Highway Embankments	Provide a series of charts which the practicing engineer employ as guidelines in establishing (1) a suitable rate at which a highway embankment resting on a layer of soft soil may be preloaded without exceeding the bearing capacity of the soft layer, and (2) the associated settlements.	1968	Continuing	6	1, 2, 6
804	Analytic Aerial Triangulation for Highway Location & Design	Investigate the feasibility of using analytic aerial triangulation to reduce ground control surveying need for photogrammetrically compiling maps for highway location and design.	1967	Completed	3	1, 2, 3

Note: Agencies taking part in research activities:

1. Division of Highways
   - a. Bureau of Research and Development
   - b. Bureau of Construction
   - c. Bureau of Design
   - d. Bureau of Materials
   - e. Bureau of Traffic
   - f. Bureau of Maintenance
   - g. Highway Districts
2. Bureau of Public Roads, United States Department of Transportation
3. University of Illinois
4. Research Council on Riveted and Bolted Joints
5. United States Geological Survey
6. Northwestern University
7. Cook County
8. City of Chicago

TABLE 45.—HIGHWAY DEVELOPMENT PROJECTS IN WHICH THE DIVISION OF HIGHWAYS PARTICIPATED IN 1969.

IHR Project No.	Name of Project	Purpose	Year Undertaken	Status of Project	Agency Conducting Project	Co-Sponsors
1	Granulated Calcined Clay in Landscaping .	Evaluate the performance of calcined clay as a soil conditioner in highway landscaping and to compare the overall economy involved in using calcined clay and peat moss as soil conditioners.	1965	Continuing	1a, 1g	1, 2
2	Item 2, An Investigation of the Behavior of a Black Epoxy Wearing Surface on a Concrete Filled Steel Grid Bridge Deck	Evaluate a black epoxy wearing surface as a skid resistant and durable wearing surface for a concrete filled steel grid bridge deck	1966	Continuing	1a, 1g	1
	Item 3, An Investigation of the Behavior of a Coal Tar Emulsion Interlayer on a Concrete Bridge Deck	Evaluate the effectiveness of a combination coal tar emulsion and fiber glass interlayers as an impermeable barrier between an asphaltic concrete overlay and a concrete bridge deck	1967	Continuing	1a, 1g	1
	Item 5, An Investigation of the Performance of a Combination Bitumen and Urea-based soil Sterilant Treatment to Control Weeds at Fence Lines.	Evaluate the effectiveness and service life of a urea-based soil sterilant mixed with a cut-back asphalt or road tar to control weed growth when applied to a narrow strip at a fence line	1967	Continuing	1a, 1g	1
	Item 6, An Investigation of a Frost Detection and Advance Warning System at a High-Accident Bridge Location.	Evaluate the effectiveness of a frost detection and early warning system in reducing accidents at a bridge subject to unusual humidity conditions.	1968	Continuing	1a, 1g	1
3	An Investigation of Mulches and Herbicides in Landscaping	Evaluate the aesthetic qualities and performance of mulches not presently in use along highways in Illinois and to evaluate the effectiveness of two additional pre-emergence herbicides under conditions prevalent in Illinois. ..	1968	Continuing	1a, 1g	1
4	An Investigation of Establishing Fescue Turf Without Companion Seedings	Compare the effectiveness and economy of establishing tall fescue turf on roadside areas with and without companion seedings.	1968	Continuing	1a, 1g	1
5	An Investigation of the Performance of Polyethylene Pile Artificial Turf as a Slope Treatment	Evaluate the effectiveness, costs, and service life of a polyethylene pile artificial turf compared to paving the slopes and raised medians under interchange structures.	1969	New	1a, 1g	1
6	An Investigation of Diagrammatrical Signing to Control Turning Movements .. at a Major Interchange	Evaluate diagrammatrical signing to provide improved advanced warning to control turning movements at a major interchange where two Interstate routes make right-angle turns	1969	New	1a, 1e	1
7	An Investigation of Elastomeric Expansion Bearings for Highway Bridges	Evaluate the performance of five different TFE-faced elastomeric expansion bearings under field conditions as abutment bearings on a prestressed I-beam bridge and to evaluate, under laboratory conditions, the effect of intensity of loading on the performance of bearings of the same five designs.	1967	Continuing	1a, 1c, 1g	1, 2

TABLE 45.—Concluded

IHR Project No.	Name of Project	Purpose	Year Under-taken	Status of Project	Agency Conducting Project	Co-Sponsors
9	An Evaluation of a Linseed Oil Solution for Use as a Combination Curing Compound and Protective Coating for Concrete	Determine whether a linseed oil solution can be used as a combination curing compound and protective coating for concrete.	1969	New	1a	1

Note: Agencies taking part in development activities:
1. Division of Highways
    a. Bureau of Research and Development
    b. Bureau of Construction
    c. Bureau of Design
    d. Bureau of Materials
    e. Bureau of Traffic
    f. Bureau of Maintenance
    g. Highway Districts
2. Bureau of Public Roads, United States Department of Transportation

TABLE 46.—SUMMARY OF ILLINOIS HIGHWAY DEVELOPMENT COUNCIL RECOMMENDATIONS IN 1969

Categories	Council Recommendations					
	Adopt	Field Test	Lab Test	Other Study	Reject	Total
Aggregate						
Bituminous Materials	1	3				4
Drainage	1				1	2
Equipment						
Joints						
PCC	1		2	1	3	7
Protective & Decorative Coatings	1	4			1	6
Roadside Development		1			1	2
Safety						
Stabilization		1			1	2
Structures		3	2		3	8
Traffic						
Miscellaneous	1	2				3
Totals	5	14	4	1	10	34

XIII. TRAFFIC

1. GENERAL.—The Bureau of Traffic is organized into three major operating Sections to provide better control of its functions relating to the safe, efficient, and convenient movement of vehicles on Illinois highways. The three Sections are (1) Operations and Investigations, (2) Special Vehicle Movements and Safety Responsibility, and (3) Traffic Safety.

2. OPERATIONS AND INVESTIGATIONS.—The Operations and Investigations Section has five operating units. The Field Liaison Unit works closely with the Highway Districts in the application of the best traffic engineering techniques relating to signing, pavement marking, and those design functions that relate to traffic control. The Electrical and Mechanical Unit is concerned with the development, installation, and operation of traffic control signals and works closely with the Districts in this area and in purchasing vehicles and equipment to erect signs, mark pavement, and perform other traffic functions. The Planning and Development Unit conducts investigational and research efforts on new techniques and the application of new materials in the traffic field and recommends policy for present and future program guidance. The Accident Statistics Unit receives the accident reports required by Section 41 of the Uniform Act Regulating Traffic on Highways and, by various techniques, processes this information into statistical and engineering analysis form. The Accident Studies Unit, utilizing accident reports and statistical data furnished by the Accident Statistics Unit, conducts special studies and surveys to identify critical highway problems and locations and to determine accident causative factors that tend to generate these problem areas. Analytical and statistical studies of the incidence of traffic accidents in Illinois are prepared by this unit.

(a) *Highway Signs.*—There were approximately 400,000 signs along State-maintained highways in 1969. These signs have been erected in compliance with the policies outlined in the Illinois Manual of Uniform Traffic Control Devices for Streets and Highways. Approximately thirty million dollars was expended in a seven-year program to modernize our signing in accordance with the signing system shown in this Manual.

The State Penitentiary at Pontiac in 1969 furnished 74,000 new signs to the Division, of which 70,000 were aluminum, 3,000 were steel, and 1,000 were plywood. Reflectorized material was applied to 65,000 of these. The penitentiary also furnished the Division 100 flagman traffic control signs and 1,800 barricades.

The District sign shops were supplied approximately 219,000 square feet of reflective material for reconditioning signs. This included 145,000 square feet of material with heat-activated adhesive and 74,000 square feet of precoated pressure sensitive adhesive material. They also utilized approximately 1,300 square feet of nonreflectorized signing materials.

(b) *Pavement Marking,*—The use of skip-dash center lines and lane lines consisting of 15-foot white reflectorized dashes with a 25-foot interval between dashes was continued during 1969. Black pavement marking material was generally used between the white dashes on rural center lines. Yellow barrier lines for no-passing zones were applied during the rural center line striping operation and a separate operation was used to apply white edge line markings. Solid white center lines were used in urban areas on two-way curbed streets with less than four lanes and a double yellow center line was used on undivided urban highways with four or more traffic lanes. Reflective glass beads were applied to all white and yellow pavement markings.

The average labor and equipment cost for pavement markings was $11.35 per mile. Included in these costs were 12,611 man-days of labor expense at $30.17 per day and 634,011 equipment miles at $0.10 per mile. Miscellaneous expenses totaled $84,990.58. Table 47 shows quantities, mileages, and costs for the paint marking program for 1969.

TABLE 47.—1969 PAVEMENT MARKING PAINT AND BEADS.

Types of Material	Miles of Traffic Line	Gallons of Material	Pounds of Beads	Total Cost	Cost Per Mile[1]
Tar	6,114	47,344	....	$ 26,707.33[2]	$ 15.72
Asphalt	7,561	58,850	....	30,887.50[2]	15.43
White (Dash)	16,602	126,703	580,869	515,239.53	31.03
White (Solid)	611	12,340	53,046	39,815.37	65.16
White (Edge)	28,386	412,616	1,747,936	1,348,617.96	47.51
NPZ Yellow	4,266	78,192	351,510	245,790.39	68.97
Double Yellow	967	36,823	165,411	133,711.75	138.27
Totals	64,507	772,868	2,898,772	$ 2,340,769.83	....

[1] Includes application and material costs as if each line were run separately.
[2] Material costs only.

In addition to painted pavement markings, approximately 1,547,000 lineal feet of thermoplastic lines was installed: approximately 5,000 lineal feet of 24-inch white solid lines, 16,000 lineal feet of 12-inch white solid lines, 100,000 lineal feet of 8-inch white solid lines, 4,000 lineal feet of 6-inch white solid lines, 210,000 lineal feet of 5-inch white dash lane lines, 745,000 lineal feet of 4-inch white center and edge lines, 350,000 lineal feet of 3-inch white edge lines, 105,000 lineal feet of 4-inch yellow barrier lines, and 12,000 lineal feet of 5-inch yellow barrier lines. Approximately 20,000 square feet of white symbols and letters was also applied. Total cost of the contracts for this work was approximately $525,000.

(c) *Traffic Signals.*—Twenty traffic control signals, 29 flashing beacons, and one school crossing signal installation were completed and placed in operation during 1969. In addition, 107 existing traffic control signal installations were reconstructed to meet the ever-changing traffic demands. At the close of 1969, there were a total of 3,422 signalized locations on State-maintained highways. Of these, 2,585 were traffic control signals, 344 were flashing beacons, and 493 were school crossing signals. All conform to the Illinois Manual of Uniform Traffic Control Devices for Streets and Highways.

(d) *Expressway Traffic Patrol.*—Emergency patrol service was instituted on the Chicago Area Expressway System in September, 1961, to promote expressway safety and to expedite the flow of high-volume, high-speed traffic in areas where stalled vehicles would create numerous traffic operation problems. In 1969, the patrol consisted of approximately 111 men, who have become known as "Minute Men" by the motoring public, and 56 vehicles that traveled approximately 2,250,000 miles. A total of 59,600 motorist assists were performed in 1969 and it is estimated that over a third of a million assists have been performed since the patrol was initiated.

The emergency patrol on the Poplar Street complex along Interstate Routes 55 and 70 in the East St. Louis area completed the first full calendar year of operation in 1969.

This service was provided by 15 men who traveled 413,300 miles and performed 6,700 motorist assists. Of these, 2,900 were for vehicles stopped in the lanes of traffic, involving 420 accidents. Thirty abandoned vehicles were also removed from the Poplar Street complex during 1969.

(e) *Highway Safety Program.*—The four-year formal program of safety improvement projects, instituted in 1966 by the Division of Highways, was substantially completed in 1969. This program was initiated by the Federal Government through the Department of Commerce and its Bureau of Public Roads. State and local governments were asked to develop systematic safety improvement programs, giving priority to locations experiencing a high accident frequency. A safety improvement project was designated as an improvement that would not normally be scheduled for construction in the near future but where the accident experience indicated a need for immediate action. Selection of these improvements was on the basis of accident statistics and engineering judgment and funds were specifically set aside for this purpose. In 1969, construction was started on 52 safety improvement projects throughout the State, at an estimated cost of approximately $14,600,000.00.

TABLE 48.—EXPENDITURES AND COSTS IN 1969 FOR TRAFFIC OPERATIONS.

Accounts	Expenditures	Costs
Direct charges:		
Upkeep of signs, signals, markings, and lighting	$ 10,933,043.16	$ 11,178,725.27 [1]
Administration and engineering:		
District Offices	2,649,294.42	2,649,294.42
Bureau Offices	1,448,794.63	1,448,794.63
Subtotal	$ 15,031,132.21	$ 15,276,814.32
Equipment	$ 621,119.33	$ 270,163.99 [2]
Less credits	....	525,681.00
Total	$ 15,652,251.54	$ 16,072,659.31

[1] Costs obtained as follows:

Actual expenditures	$ 10,933,043.16
Less December 1968 payroll paid in 1969	97,858.63
	$ 10,835,184.53
Add December 1969 payroll paid in 1970	343,540.74
	$ 11,178,725.27

[2] Equipment depreciation figures on straight line basis.

(f) *Accident Statistics and Studies.*—The Accident Statistics Unit obtains information from accident reports, converts it into reports and statistics, and disseminates the information to interested individuals and agencies.

Approximately 1,000 Statewide urban-rural traffic accident statistical summaries were distributed each month. A national standard form for statistical summaries was utilized to issue monthly, semiannual, and annual summaries of all accident categories on a Statewide basis. Semiannual lists of accident statistics arranged by county and city were also prepared. Accident information was collected for use by engineering and research personnel of the Accident Studies Unit for special evaluations and studies.

The primary function of the Accident Studies Unit is to analyze and evaluate accident statistics in preparing reports and special accident studies for:

1. Use by member of the legislature in evaluating proposed legislation.
2. Evaluation of proposed policy changes by other Bureaus within the Division of Highways.
3. Evaluation of the effectiveness of highway improvements made by the Division of Highways.
4. Use by the Governor's Official Traffic Safety Coordinating Committee.
5. Comparison of Illinois accident rates with national accident rates.

Other duties include implementing and supervising the activities of a multidiscipline fatal accident investigation team operating on a pilot basis, periodically reveiwing and updating motorist accident report forms and accident report coding procedures, acting as liaison between the Bureau of Traffic and the State Police in recommending changes when the State Police revise their accident report forms, and maintaining and updating a microfilm system.

Used in conjunction with computer printouts, the microfilm system permits the retrieval of accident reports by any selected category, such as geographical location, type accident, vehicles involved, vehicle maneuver, or any other coded item concerning the accident, vehicle, driver, or passengers. This method provides a security copy of accident records not previously available, drastically reduces storage requirements, reduces accident data retrieval time, and eliminates filing and refiling of accident cases.

The unit also prepares and distributes, annually, county maps showing sections and intersections on State-marked routes classified as high accident locations. These maps are used by District and Central Bureau personnel in selecting locations to be designated as safety improvement projects and by the Central Bureau of Traffic to determine routes on which oversize and/or overweight permit movements can be made.

In 1969, the unit implemented a computer program that selects accidents that occurred at specified locations on State-marked routes and extracts selected data concerning each accident and the vehicles involved in the accident. The program can be used for both urban and rural locations on State-marked routes. A collision diagram showing the locations, maneuvers, and involvements of all vehicles, as well as other data concerning the accident, can be drawn from the data provided on the collision diagram printout. In addition to the data concerning the accidents that occurred at the location, a summary of the accidents, by severity, and the accident rate is also provided on the printout for each location. The unit provided the District Offices collision diagram printouts for 705 specific locations.

During 1969, special reports or accident studies on the following subjects were prepared for Departmental use:

Railroad-Grade Crossing Accidents
Interstate System Accident Research
Accident Rates at Rural Primary and Secondary Highway Intersections
Average Accident Rates for Various Classifications of Highways
Accident Rates and Injury Rates on Rural State Highway by Vehicle Types Involved vs. Severity of Injuries Produced
Comparison of Fatal Accident and Fatality Rates - National vs. Illinois Accident Rates on State-marked Route by Population Group of Municipality
Estimated Number of Lives Saved by Freeway Travel in Illinois
Quarterly City Accident Summaries
Pheasant Study
Accidents Involving Vehicles Hitting Highway Signs on Interstate Routes
Tabulation of Accidents by County for Accidents on County Highways in Which a Vehicle Hit a Bridge
Tabulation of Accidents Involving Vehicles Skidding Due to Road Conditions
Tabulation of Drivers Involved in Accidents by Age Group
Tabulation of Accidents, Fatal Accidents, Mileages, and Vehicle Mileages by Type of Geometric Design
Motor Vehicle Deaths and Death Rates by Year in Illinois
Accidents on Interstate Routes in Which a Vehicle Hit Either the Bridge Approach Guardrail or the Bridge Abutment
Tabulation of Age of Vehicles Involved in Accidents by the Severity of the Accident

In addition to the reports and summaries prepared for Departmental use, the unit published for general distribution a report entitled *Freeway Medians.* The report outlines some of the problems and describes a few of the varieties of median designs that have been employed to meet these problems on freeways. The study also evaluates the effectiveness of our prevalent median designs on freeways and the operational practices associated with these designs.

To keep pace with an aggressive Statewide program of traffic safety activities, services were furnished to several governmental agencies. A great number and variety of statistical data were furnished to the Traffic Safety Section. Monthly statistical summaries were compiled for the State Police for enforcement purposes.

Two hundred thousand copies of a leaflet entitled *Accident Facts,* which displayed annual and other pertinent accident statistics in popular style, were printed and distributed.

The number of reported traffic accidents occurring in cities and rural areas (rural areas included incorporated areas of less than 2,500 population) is shown in the following tabulation:

Location	Number of Accidents		
	1968	1969	Percent Change
City of Chicago	154,659	164,055	6.1
Cities of 2,500 to 500,000	128,998	170,839	32.4
Rural Areas	67,408	70,611	4.8
Total	351,065	405,505	15.5

A comparison of the injuries, deaths, and death rate for motor vehicle traffic accidents for 1968 and 1969 follows:

Item	1968	1969	Percent Change
Fatalities	2,499	2,533	1.4
Persons Injured	148,725	157,454	5.9
Vehicle Travel [1]	51,193	53,873	5.2
Death Rate [2]	4.9	4.7	—4.1

[1] Millions of vehicle miles based on gasoline purchased in Illinois.
[2] Deaths per hundred million miles of travel.

Various aspects concerning motor vehicle traffic accidents in Illinois are summarized in the next few pages. Figure 10 shows the geographical distribution of fatalities in Illinois. Table 49 indicates the types of accidents, and Table 50 summarizes accident statistics in cities.

TABLE 49.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1969 BY TYPE WITH RESULTING INJURIES AND DEATHS.

Type of Accident	Accidents		Persons Killed		Persons Injured	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
Collision with:						
Pedestrian	11,771	2.9	397	15.7	11,905	7.6
Motor vehicle in traffic	274,879	67.8	1,008	39.8	110,667	70.3
Parked motor vehicle	65,288	16.1	28	1.1	5,358	3.4
Railroad train	705	0.2	106	4.2	399	0.3
Bicyclist	2,156	0.5	27	1.1	2,231	1.4
Animal	1,616	0.4	3	0.1	278	0.2
Fixed object	4,123	1.0	44	1.7	1,724	1.1
Other object	2,812	0.7	3	0.1	1,231	0.8
Overturned in roadway	716	0.2	26	1.0	549	0.3
Ran off roadway	39,720	9.8	878	34.7	22,113	14.0
Other non-collision	1,719	0.4	13	0.5	999	0.6
Total	405,505	100.0	2,533	100.0	157,454	100.0

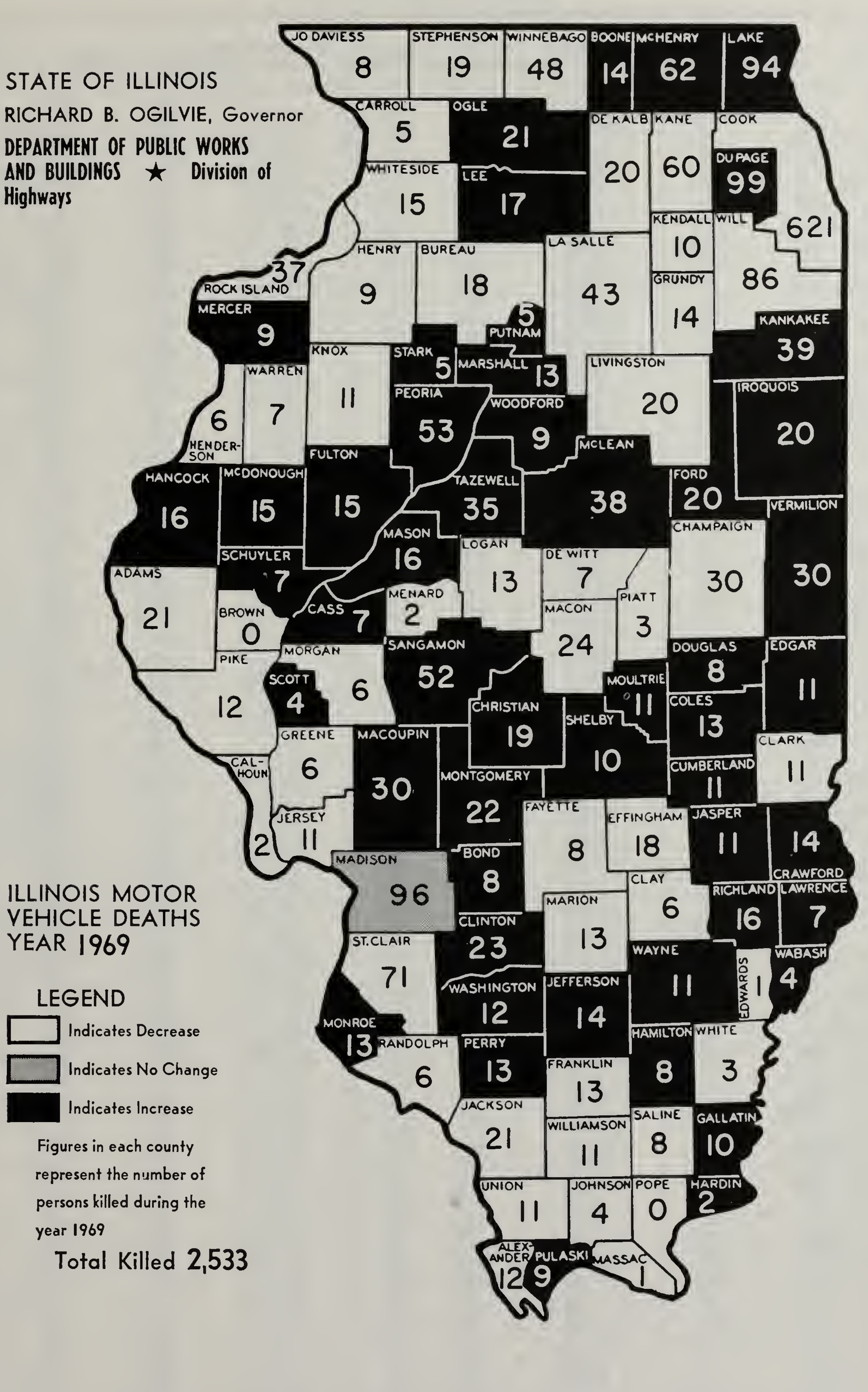


Figure 10.—Deaths in each county resulting from motor vehicle accidents in 1969.

TABLE 50.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1969 IN CITIES OF 5,000 OR MORE POPULATION

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Addison	6,741	607	...	...	185	310	422
Alton	43,047	1,186	10	10	313	464	863
Arlington Heights	27,878	1,551	4	4	376	565	1,171
Aurora	63,715	3,363	6	7	917	1,423	2,440
Barrington	5,434	273	1	1	51	74	221
Bartonville	7,253	167	...	...	53	75	114
Batavia	7,496	166	1	1	48	59	117
Beardstown	6,294	122	...	...	21	27	101
Belleville	37,264	1,679	5	5	463	682	1,211
Bellwood	20,729	485	...	...	129	198	356
Belvidere	11,223	489	2	3	84	122	403
Bensenville	9,141	640	1	1	162	233	477
Benton	7,023	154	...	...	52	73	102
Berkeley	5,792	149	...	...	54	74	95
Berwyn	54,224	1,191	...	...	303	436	888
Bloomington	36,271	2,206	5	5	472	700	1,729
Blue Island	19,618	1,083	2	3	278	394	803
Bradley	8,082	357	1	1	99	154	257
Bridge View	7,334	447	1	2	142	232	304
Broadview	8,588	368	...	...	85	134	283
Brookfield	20,429	383	...	...	112	173	271
Cahokia	15,829	422	1	1	184	320	237
Cairo	9,348	192	4	4	49	69	139
Calumet City	25,000	1,676	5	6	444	703	1,227
Calumet Park	8,448	257	1	1	67	96	189
Canton	13,588	504	...	...	71	103	433
Carbondale	14,670	1,003	3	3	202	296	798
Carlinville	5,440	153	...	...	33	42	120
Carmi	6,152	165	1	1	33	54	131
Carpentersville	17,424	491	1	1	137	197	353
Centralia	13,904	588	2	2	183	258	403
Centreville	12,769	244	1	1	97	148	146
Champaign	49,583	2,544	3	3	607	920	1,934
Charleston	10,505	360	3	3	91	142	266
Chicago	3,550,404	164,055	332	353	29,516	43,728	134,207
Chicago Heights	34,331	1,583	4	4	471	738	1,108
Chicago Ridge	5,748	371	...	...	113	201	258
Cicero	69,130	1,794	9	11	499	724	1,286
Clarendon Hills	5,885	177	...	...	40	53	137
Clinton	7,355	136	...	...	27	40	109
Collinsville	14,217	680	3	3	188	304	489
Crest Hill	5,887	218	...	...	68	109	150
Creve Coeur	6,684	153	2	2	55	93	96
Crystal Lake	8,314	412	1	1	96	145	315
Danville	41,856	1,822	3	3	457	644	1,362
Decatur	78,004	3,888	5	6	1,080	1,536	2,803
Deerfield	11,786	454	...	...	107	158	347
DeKalb	18,486	850	2	2	149	218	699
Des Plaines	34,886	2,133	1	1	600	908	1,532
Dixon	19,565	509	1	1	102	153	406
Dolton	18,746	685	4	4	219	337	462
Downers Grove	21,154	1,001	7	7	306	479	688
DuQuoin	6,558	187	...	...	38	56	149
East Alton	7,630	274	2	2	76	121	196
East Moline	16,732	784	1	1	193	274	590
East Peoria	12,310	1,080	1	1	306	440	773
East St. Louis	81,712	3,417	16	18	1,258	1,981	2,143
Edwardsville	9,996	393	1	1	96	155	296
Effingham	8,172	337	1	1	83	126	253
Elgin	49,447	1,746	7	7	404	572	1,335
Elk Grove Village	6,608	629	1	1	159	223	469
Elmhurst	36,991	2,117	6	9	473	713	1,638
Elmwood Park	23,866	861	1	1	194	289	666
Evanston	79,283	3,351	7	7	644	925	2,700
Evergreen Park	24,178	805	1	1	228	352	576
Fairfield	6,362	142	2	2	32	41	108
Flora	5,331	133	...	...	37	52	96
Forest Park	14,452	728	1	2	229	339	498
Franklin Park	18,322	1,040	2	2	268	378	770
Freeport	26,628	949	1	1	240	344	708
Galesburg	37,243	1,390	...	...	272	383	1,118
Geneseo	5,169	85	1	1	14	19	70
Geneva	7,646	423	1	1	71	117	351
Glen Ellyn	15,972	891	1	1	215	322	675
Glencoe	10,472	271	1	1	53	74	217
Glenview	18,132	557	...	...	142	196	415
Granite City	40,073	1,734	4	4	408	625	1,322
Harrisburg	9,171	206	...	...	28	39	178
Harvey	29,071	2,048	4	4	551	869	1,493
Harwood Heights	5,688	191	...	...	50	69	141
Hazel Crest	6,205	197	1	1	53	87	143
Herrin	9,474	214	1	1	66	99	147
Highland Park	25,532	1,074	2	2	278	446	794
Hillside	7,794	454	...	...	142	219	312

TABLE—Continued

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Hinsdale	12,859	536	1	1	132	207	403
Hoffman Estates	7,554	391	2	2	103	181	286
Hometown	7,479	141	....	....	40	68	101
Homewood	13,371	460	1	3	111	163	348
Hoopeston	6,606	197	....	....	30	42	167
Jacksonville	21,690	775	....	....	175	259	600
Jerseyville	7,420	170	2	2	49	70	119
Joliet	66,780	2,722	7	14	797	1,231	1,918
Kankakee	27,666	1,505	3	3	311	493	1,191
Kewanee	16,324	474	....	....	112	157	362
LaGrange	15,285	650	1	1	158	226	491
LaGrange Park	13,793	272	....	....	68	107	204
Lake Forest	10,687	642	2	3	148	209	492
Lansing	18,098	808	2	2	205	299	601
LaSalle	11,897	290	2	2	64	97	224
Lawrenceville	5,492	143	....	....	32	59	111
Libertyville	8,560	342	....	....	75	113	267
Lincoln	16,890	590	1	1	162	265	427
Lincolnwood	11,744	951	4	5	272	411	675
Litchfield	7,330	169	1	1	53	79	115
Lockport	7,560	339	....	....	112	179	227
Lombard	22,561	994	1	1	317	488	676
Loves Park	9,086	528	....	....	130	181	398
Lyons	9,936	403	1	1	107	159	295
Macomb	12,135	444	1	1	100	132	343
Madison	6,861	149	3	3	39	65	107
Marion	11,274	328	1	1	85	122	242
Markham	11,704	462	1	1	138	239	323
Mattoon	19,088	841	1	1	166	240	674
Maywood	27,330	1,330	3	4	485	800	842
Melrose Park	22,291	1,503	3	3	365	557	1,135
Mendota	6,154	170	....	....	40	60	130
Metropolis	7,339	159	....	....	40	58	119
Midlothian	6,605	405	1	1	111	183	293
Moline	42,705	2,399	8	8	548	775	1,843
Monmouth	10,372	343	1	1	79	130	263
Morris	7,935	436	....	....	68	119	368
Morton	5,325	218	....	....	54	88	164
Morton Grove	20,533	1,245	2	3	361	563	882
Mount Carmel	8,594	179	1	1	36	52	142
Mount Prospect	18,906	1,160	4	5	278	397	878
Mount Vernon	15,566	685	1	1	181	252	503
Mundelein	10,526	346	....	....	86	114	260
Murphysboro	8,673	214	2	2	60	95	152
Naperville	12,933	396	1	1	106	163	289
Niles	20,393	1,226	1	2	339	538	886
Normal	13,357	584	1	1	108	145	475
Norridge	14,087	285	....	....	85	118	200
North Chicago	20,517	883	2	2	204	329	677
North Riverside	7,989	315	1	1	103	152	211
Northbrook	11,635	526	....	....	163	270	363
Northlake	12,318	427	1	1	126	217	300
Oak Lawn	27,471	1,825	11	12	497	779	1,317
Oak Park	61,093	2,128	1	1	704	1,071	1,423
Olney	8,780	271	2	2	67	93	202
Ottawa	19,408	709	1	1	164	235	544
Palatine	11,504	343	2	2	92	135	249
Pana	6,432	103	1	1	21	35	81
Paris	9,823	214	1	2	54	80	159
Park Forest	29,993	449	....	....	126	184	323
Park Ridge	32,659	1,074	2	2	253	384	819
Pekin	28,146	1,245	4	4	334	504	907
Peoria	103,162	7,715	20	23	1,821	2,784	5,874
Peoria Heights	7,064	216	....	....	52	83	164
Peru	10,460	390	3	3	117	197	270
Pontiac	8,435	280	....	....	49	72	231
Princeton	6,250	147	....	....	34	42	113
Quincy	43,793	1,560	1	1	393	560	1,166
Rantoul	22,116	403	2	2	102	155	299
River Forest	12,695	601	2	2	176	314	423
River Grove	8,464	495	1	1	156	226	338
Riverdale	12,008	301	2	2	67	97	232
Riverside	9,750	239	2	2	71	110	166
Robbins	7,511	131	1	1	45	63	85
Robinson	7,226	210	....	....	51	66	159
Rochelle	7,008	184	....	....	48	66	136
Rock Falls	10,261	341	....	....	90	148	251
Rock Island	51,863	2,047	5	5	547	761	1,495
Rockford	126,706	7,436	16	17	1,921	2,922	5,499
Rolling Meadows	10,879	312	2	2	76	114	234
Round Lake Beach	5,011	100	1	1	24	40	75
Salem	6,165	288	....	....	61	74	227
Schiller Park	5,687	794	1	1	164	227	629

Table 50.—Concluded.

City	Population in 1960	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Skokie	59,364	4,159	11	12	1,144	1,819	3,004
South Holland	10,412	651	3	3	162	271	486
Spring Valley	5,371	131	1	1	12	18	118
Springfield	83,271	5,093	8	10	1,266	1,884	3,819
St. Charles	9,269	489	2	2	158	247	329
Steger	6,432	178	1	1	42	68	135
Sterling	15,688	703	....	....	174	281	529
Stickney	6,239	118	....	....	33	50	85
Streator	16,868	404	1	1	110	150	293
Summit	10,374	348	3	3	100	137	245
Sycamore	6,961	147	....	....	28	36	119
Taylorville	8,801	252	1	1	64	97	187
Tinley Park	6,392	211	....	....	49	64	162
Urbana	27,294	1,059	1	1	268	357	790
Vandalia	5,537	185	....	....	25	33	160
Venice	5,380	226	3	5	51	70	172
Villa Park	20,391	912	6	7	255	452	651
Washington	5,919	126	....	....	26	31	100
Washington Park	6,601	273	2	2	81	135	190
Watseka	5,219	146	1	1	32	55	113
Waukegan	55,719	1,795	10	13	492	771	1,293
West Chicago	6,854	301	....	....	53	80	248
West Frankfort	9,027	150	1	1	30	41	119
Westchester	18,092	463	....	....	137	195	326
Western Springs	10,838	228	1	1	52	78	175
Westmont	5,997	181	....	....	41	54	140
Wheaton	24,312	845	2	2	196	290	647
Wheeling	7,169	367	1	1	111	167	255
Wilmette	28,268	900	5	6	298	483	597
Winnetka	13,368	521	1	2	110	154	410
Wood River	11,694	578	2	2	163	239	413
Woodstock	8,897	378	3	3	40	62	335
Worth	8,196	320	1	1	77	125	242
Zion	11,941	478	3	3	123	183	352

3. SPECIAL VEHICLE MOVEMENTS AND SAFETY RESPONSIBILITY.—Administrative control of special vehicle movements, administration of a portion of the Safety Responsibility Law, and a general overview of the laws affecting traffic are the primary functions of this Section.

(a) *Special Vehicle Movements.*—The passage of House Bill 1118 enabled the Department to establish procedures for the use of modern communication facilities: Teletype, Telex, and facsimile copier. Arrangements for these procedures were finalized late in 1969 and equipment was installed in December, 1969.

Eight other bills enacted by the 76th General Assembly in some manner affected special vehicle movement operations, including special IDH registration, revisions in fees, and more severe penalties for utilization of fraudulent permits.

The volume of permits issued and fees received for the year 1969 compared with 1968 follows:

	1969	1968	Change
PERMITS ISSUED			
Single Trip*	80,499	73,985	+ 8.8%
90-Day**	4,585	4,144	+11.0%
Special (All Types)	50	84	-40.0%
Total (Springfield	85,134	78,213	+ 8.1%
Total (Chicago)	9,063	9,158	- 1.0%
Total (Effingham)	1,189	1,364	-13.0%
Grand Total	95,386	88,735	+ 7.4%
*Single Trip	80,499	73,985	+ 8.8%
By Telegram	67,212	58,872	+14.0%
By Other Means (Including pickups)	13,287	15,113	-12.0%
**90-Day	4,585	4,144	+11.0%
House Trailers	716	792	- 9.5%
All Others	3,869	3,352	+15.0%
FEES RECEIVED			
Gross (Springfield)	$1,424,708.88	$1,288,624.00	+$136,084.39
Gross (Chicago)	105,591.23	106,831.00	- 1,240.57
Gross (Effingham)	11,858.11	14,373.00	- 514.89
Total Gross	1,542,158.22	1,409,829.00	+ 132,328.93

Procedures to facilitate processing of permits, established in 1968, such as accounts for prepayment of fees and the addition of special bookkeeping machines, continued to be effective.

(b) *Safety Responsibility.*—A change in the Safety Responsibility Law, effective August 15, 1969, was enacted by the 76th General Assembly. This change increased the dollar amount relating to property damage to vehicles from $100, which has been in effect since 1946, to $250 before property damage accidents become subject to the Safety Responsibility Law. Accident reports are still to be forwarded to the Department for all accidents where property damage is in excess of $100.

From responses by local police to the Department's requests in 1968 for compliance with Section 41.02 of the Uniform Act Regulating Traffic on Highways, a larger number of reportable accidents occurring in the State were reported to the Department in 1969 than in any previous year. Compared to 1968 the data are as follows:

	1969	1968	Change
All incoming papers and reports	1,067,796	769,212	+ 39.0%
Case files established (Gross)	500,205	323,812	+ 54.2%
Cases certified (Net)	29,286	34,973	- 16.5%
Police reports received	320,431	80,206	+300.0%

In 1,249 cases, accident information was taken from reports and notices were forwarded to the District Engineers for investigating alleged deficiencies in the highway system or for the collection of damages to highway appurtenances.

From the reports received, over 500,000 IBM data cards were prepared and forwarded to the Secretary of State, Drivers License Section, to be incorporated in driver record files.

(c) *Traffic Laws.*—During the year 1969, over 320 bills relating to traffic functions were introduced in 76th General Assembly sessions of the legislature and were reviewed by the Bureau of Traffic. In addition, members of the Bureau appeared at various legislative committee meetings and testified concerning proposed legislation. The Bureau resisted numerous proposals to increase vehicle size and weight limitations, which if adopted would have been detrimental to the State highway system. As a result of the meeting of the National Joint Committee on Traffic Laws and Ordinances held in Washington, D.C., in 1968, numerous changes were made in the Uniform Vehicle Code; many of the bills reviewed were intended to place Illinois traffic laws in conformance with the national standards. Further, the legislature adopted and enacted into law a new Illinois Vehicle Code encompassing the various sections of laws relating to motor vehicles. The Bureau of Traffic was represented at numerous hearings and in various committees concerning the codification of the laws.

4. TRAFFIC SAFETY.—Administration of the State Highway Safety Program under the provisions of the National Highway Safety Act of 1966, support for the activities of the Governor's Official Traffic Safety Coordinating Committee, and staff assistance for the Commissioner for Illinois in the activities of the Vehicle Equipment Safety Commission were the principal activities of the Traffic Safety Section during 1969.

At the end of the year, 31 highway safety projects had been undertaken by the Code Departments, the Secretary of State, the Superintendent of Public Instruction and the universities. These projects, relating to 11 of the 16 Highway Safety Program Standards published by the National Highway Safety Bureau, had obligated $3,581,489 of the available Federal reimbursement funds. The distribution of these projects by Standards and State agencies is shown in Table 51.

TABLE 51.—STATE AGENCY HIGHWAY SAFETY PROJECTS

Standard	State Agency	No. of Projects
Driver Education	Superintendent of Public Instruction	8
	Southern Illinois University	1
Driver Licensing	Secretary of State	2
	Department of Public Health	1
	University of Illinois	1
Codes and Laws	Secretary of State	1
Alcohol in Relation to Highway Safety	Department of Public Health	2
	Illinois State Police	1
	University of Illinois	1
Identification and Surveillance of Accident Locations	Division of Highways	2
Traffic Records	Secretary of State	1
	Illinois State Police	1
	Division of Highways	1
Emergency Medical Services	Department of Public Health	2
Highway Design, Construction and Maintenance	Division of Highways	1
Pedestrian Safety	Superintendent of Public Instruction	1
Police Traffic Services	Illinois State Police	4
		31

By December 31, more than two hundred projects initiated by local agencies had been approved as part of the State Highway Safety Program. These were primarily in the Standard areas relating to the particular problems of the political subdivisions: driver education, alcohol in relation to highway safety, identification and surveillance of accident locations, emergency medical services, traffic control devices, and police traffic services. The distribution by Standards is shown in Table 51. More than one hundred fifteen counties and municipalities were carrying out these projects to provide for safer travel conditions. Federal reimbursement funds obligated for these projects totaled $1,744,387. Matching funds on a 50-50 basis are provided by the initiating agency.

TABLE 52.—LOCAL HIGHWAY SAFETY PROJECTS

Standard	No. of Projects
Driver Education	20
Codes and Laws	9
Alcohol in Relation to Highway Safety	54
Identification and Surveillance of Accident Locations	14
Traffic Records	4
Emergency Medical Services	10
Traffic Control Devices	28
Pedestrian Safety	6
Police Traffic Services	56
	201

A 1969 Addendum to the State Highway Safety Program, in support of the program submitted in 1968, was forwarded to the U.S. Department of Transportation and received approval late in 1969. Major areas of noncompliance with the Federal Standards as cited by the National Highway Safety Bureau are lack of: (1) a periodic motor vehicle inspection program, (2) a medical advisory board for driver licensing, (3) an implied consent law, and (4) a four-year driver reexamination program. The provision of emergency medical services continued to be a major problem throughout the State and a setback occurred when the mandatory requirement for protective headgear for motorcyclists was repealed by the General Assembly after being declared unconstitutional by the Illinois Supreme Court. Each of these areas of concern is being studied by the Working Committee of the Governor's Official Traffic Safety Coordinating Committee to determine appropriate action.

The Governor's Official Traffic Safety Coordinating Committee continued its review of the general purview of the State Highway Safety Program. To provide for better coordination and liaison in support of the Committee functions, a Working Committee was established under the chairmanship of the Secretary of the Governor's Committee (the Engineer of Traffic)..The Working Committee, meeting approximately monthly and composed of designated representatives of members of the Governor's Committee more directly involved with operational matters, considers the various problems of highway safety involving State agencies and makes recommendations to the Governor's Committee for policy and operational decisions.

The Sixth Annual Assembly of the Illinois Youth Traffic Safety Conference climaxed a year in which the Assembly and the ten regional conferences attracted an attendance of more than 900 high school students to consider their roles in the total highway safety program within the State. The regional meetings in the fall of 1969 provided an excellent start for a program to culminate in the State Assembly in 1970. The Illinois Conference of Women Leaders for Traffic Safety continued its organizational efforts and focused its attention on defensive driving courses, the problems of alcohol in relation to highway safety, and the development of increased public support for safety activities. Although these two organizations were not supported directly by public funds but obtained monies for their operating expenses from within the membership, staff support in the form of clerical assistance, reproduction of safety materials, and mailing was furnished by the Traffic Safety Section. Primary consultation concerning their activities was provided by the Secretary of the Governor's Official Traffic Safety Coordinating Committee.

The Engineer of Traffic serves as the Commissioner for Illinois, Vehicle Equipment Safety Commission, an interstate compact to establish uniform requirements for vehicle equipment, working closely with the U.S. Department of Transportation. In 1969, increased effort was required to review and prepare detailed comments on and evaluations of equipment proposals, developed by the Commission and by the National Highway Safety Bureau of the Department of Transportation, for standards for vehicles and equipment items. The proposals ranged from requirements for horns to impact protection for vehicle occupants.

XIV. LOCAL ROADS AND STREETS

1. GENERAL—The Principal function of the Bureau of Local Roads and Streets is to provide general and technical assistance to the counties, road districts[1] and municipalities throughout the State for the planning, construction and maintenance of their respective highway or street systems. In respect to the use of motor fuel tax and Federal funds, there are specific statutory functions required of the Department that are the responsibility of this Bureau. Some of these responsibilities are as follows:

(a) The overall administration of the Illinois Highway Code (motor fuel tax law) as it applies to the local governmental agencies. This includes the approval of initiating resolutions, engineering agreements, plans, specifications, estimates, material proposals, contracts, and the final acceptance of motor fuel tax improvements. Approval of the necessary maintenance for such improvements.

(b) Administration of the Federal funded programs available to the local agencies for highway and street work. At the present time there are two such programs—TOPICS (Traffic Operations Program to Increase Capacity and Safety) and Federal-aid secondary. Responsibilities include the programming of the projects with the Bureau of Public Roads. TOPICS projects require the Bureau of Public Roads approval of the plans, specifications, estimates, and any necessary engineering agreements. The Federal-aid secondary program requires a current "Secondary Road Plan Agreement" approved by the Bureau of Public Roads. The agreement outlines standards and procedures whereby this office acts for the Bureau of Public Roads in the approval of the plans, specifications, and estimate.

(c) In cooperation with representatives of the local agencies, adopts all required and applicable standards and policy's regulating the use of motor fuel tax funds.

(d) Overseeing all work for conformance with established policies and procedures and to make sure that satisfactory materials are incorporated into the work.

(e) Maintaining complete records of obligation control of motor fuel tax funds for the various counties, road districts and municipalities including review of an action required by yearly audits.

(f) Approval of plans and specifications for drainage and roadway structures built with other than motor fuel tax funds by the local governmental agencies.

(g) Assist the local agencies in applying for and receiving federal funds under Public Law 875.

(h) Train, instruct, inform, advise and council local agencies.

A counterpart of the Bureau is maintained in each of the ten district highway offices. Liasion is maintained with district offices through visits by field engineers from the central office. These engineers consult with the district and local governmental personnel, discuss problems that may arise, provide them with technical assistance, and provide for a uniformity of applying policies and procedures throughout the ten districts.

By act of the 76th General Assembly, the MFT law was amended to require each local agency's share of the motor fuel tax fund to be disbursed to that agency as soon as possible after the first day of each month. The January thru June allotments were apportioned and deposited in the State Treasury as in the past. The July thru December allotments, in accordance with the above mentioned act, were disbursed to the treasurers of the local agencies.

2. TOPICS—This Bureau was given the responsibility of administering this new Federal-aid Program in 1968. Much time has been spent in advising the local governmental agencies in setting up the required studies and gathering the necessary information for the TOPICS program. Most of the local agencies are still in the planning stage of this program. Peoria has one TOPICS project under contract. A number of TOPICS projects are planned for construction during 1970.

3. ACCOMPLISHMENTS—the following is a summation of the work approved and completed under the supervision of this Bureau during 1969:

(a) County Highway System - MFT construction work was approved in the total amount of $31,401,457.44 for the improvement of 184.03 miles of roads during 1969. 182.44 miles of improvements were completed during the year and $14,208,878.41 was disbursed for maintenance of the County Highway System during 1969.

(b) Municipal Street System - MFT construction was approved in the total amount of $40,401,932.35 for the improvement of 193.04 miles of streets during 1969. 140.90 miles of improvements were completed during the year and $24,894,374.75 was disbursed for maintenance of city streets during 1969.

(c) Road District Road System - MFT construction work was approved in the total amount of $8,520,378.91 for the improvement of 749.22 miles of road improvements during 1969. 699.20 miles of improvements were completed during the year and $13,259,765.60 was disbursed for maintenance of road district roads during 1969.

(d) Federal-aid Secondary Road System - Construction work was approved in the total amount of $21,441,228.45 for the improvement of 204.10 miles of roads during 1969.

(e) TOPICS - A construction contract was awarded in the amount of $243,-433.88 for an intersection improvement in the city of Peoria.

(f) The Bureau also updated our Manual of Administrative Policy to include all current policies and procedures and developed a procedure for continously updating the manual for any new policies or procedures adopted by the Bureau.

4. TABLES—The tables which follow show the amount of motor fuel tax funds and Federal-aid secondary funds available to the counties, municipalities and road districts during 1969 and the amount used by local governmental agencies for highway purposes.

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[1] The reference to road districts in this section includes townships, township road districts, and county unit road districts.

TABLE 53—COUNTY HIGHWAY MILEAGES—December 31, 1969

County	Total Rural Road Mileage	Permissible County Highway Mileage	Designated Rural County Highway Mileage
Adams	1,555.30	388.83	234.86
Alexander	367.16	91.79	69.64
Bond	734.92	183.73	117.22
Boone	534.41	133.60	88.43
Brown	504.19	126.05	75.48
Bureau	1,561.41	390.35	309.95
Calhoun	341.01	85.25	57.88
Carroll	756.90	189.23	127.08
Cass	535.29	133.82	87.67
Champaign	2,045.58	511.40	79.21
Christian	1,378.17	344.54	137.30
Clark	1,030.63	257.66	157.31
Clay	912.84	228.21	130.36
Clinton	848.60	212.15	107.35
Coles	1,031.94	257.99	119.57
Cook	1,353.10	1,014.83	352.72
Crawford	860.87	215.22	152.30
Cumberland	737.71	184.43	105.25
DeKalb	1,092.22	273.06	175.34
DeWitt	760.00	190.00	90.89
Douglas	826.21	206.55	75.39
DuPage	946.17	236.54	184.20
Edgar	1,156.18	289.05	142.71
Edwards	409.60	102.40	67.96
Effingham	985.73	246.43	146.37
Fayette	1,415.59	353.90	159.24
Ford	956.23	239.06	116.57
Franklin	899.02	224.76	157.48
Fulton	1,372.08	343.02	234.17
Gallatin	481.47	120.37	103.19
Greene	853.06	213.27	145.74
Grundy	758.98	189.75	129.70
Hamilton	887.75	221.94	137.04
Hancock	1,436.41	359.10	191.51
Hardin	260.80	65.20	42.10
Henderson	615.22	153.81	81.19
Henry	1,515.97	378.99	154.54
Iroquois	2,241.98	560.50	335.20
Jackson	949.51	237.38	163.66
Jasper	1,006.93	251.73	183.20
Jefferson	1,218.76	304.69	254.99
Jersey	608.35	152.09	112.66
JoDaviess	873.14	218.29	167.38
Johnson	463.69	115.92	47.81
Kane	1,019.44	[1] 339.23	307.87
Kankakee	1,347.34	336.84	241.67
Kendall	595.27	148.82	116.16
Knox	1,277.30	319.33	254.91
Lake	1,084.06	271.02	216.82
LaSalle	2,180.40	545.10	370.62
Lawrence	741.55	185.39	132.55
Lee	1,276.70	319.18	198.41
Livingston	2,077.04	519.26	255.73
Logan	1,086.48	271.62	175.05
McDonough	1,123.67	280.92	187.11
McHenry	1,286.14	321.54	205.09
McLean	2,191.01	547.75	420.66
Macon	1,135.84	283.96	228.88
Macoupin	1,490.94	372.74	209.34
Madison	1,483.76	370.94	187.40
Marion	1,181.65	295.41	230.36
Marshall	676.85	169.21	108.47
Mason	873.86	218.47	140.93
Massac	423.21	105.80	71.15
Menard	533.87	133.47	85.50
Mercer	957.98	239.50	148.05
Monroe	586.00	146.50	73.49
Montgomery	1,324.02	331.01	186.78
Morgan	1,004.92	251.23	167.30
Moultrie	656.04	164.01	52.84
Ogle	1,362.88	340.72	276.84
Peoria	1,114.02	[2] 337.01	297.99
Perry	713.02	178.26	136.63
Piatt	839.14	209.79	71.62
Pike	1,326.16	331.54	152.36
Pope	442.65	110.66	47.46
Pulaski	336.52	84.13	31.02
Putnam	273.27	68.32	38.08
Randolph	907.34	226.84	165.24
Richland	782.17	195.54	137.86
Rock Island	741.58	[1] 246.76	177.21
Saline	764.52	191.13	137.73
Sangamon	1,627.44	406.86	251.36
Schuyler	756.84	189.21	72.31

TABLE 53.—Concluded.

County	Total Rural Road Milage	Permissible County Highway Mileage	Designated Rural County Highway Mileage
Scott	402.52	100.63	65.10
Shelby	1,523.09	380.77	231.67
Stark	530.16	132.54	106.71
Stephenson	1,112.39	278.10	208.38
St. Clair	1,182.83	295.71	215.43
Tazewell	1,146.86	286.72	198.33
Union	649.08	162.27	110.08
Vermilion	1,678.36	419.59	41.41
Wabash	403.99	101.00	75.32
Warren	1,035.47	258.87	172.83
Washington	924.64	231.16	127.88
Wayne	1,382.99	345.75	203.97
White	1,030.72	257.68	167.34
Whiteside	1,196.25	299.06	207.17
Will	1,780.68	445.17	263.44
Williamson	826.10	206.53	100.94
Winnebago	1,120.33	[3] 451.08	327.19
Woodford	971.72	242.93	145.37
Total	102,582.15	26,697.46	16,245.22

All counties except Cook County have a permissible mileage of 25% of their total rural mileage plus any additions as authorized by law. Cook County has a permissible mileage of 75% of its total rural mileage.

1/ Includes 3 additions of 10 per cent each as authorized by law.
2/ Includes 2 additions of 10 per cent each as authorized by law.
3/ Includes 5 additions of 10 per cent each as authorized by law.

TABLE 54—DETAILED TABULATION OF FEDERAL-AID SECONDARY CONTRACTS AWARDED IN 1969

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Adams	1600	78Q	2½ mi. west of Ursa, north	4.507	A-3 bit. surf. treat., ty. B base, bridge	22	$720,514.20
Bond	777	33FL	3½ mi. southwest of Sorento	....	PE, FL, renew and widen crossing	....	25,100.00
Boone	30	20-2Q	Illinois Route 173 near Calendonia, northerly	4.322	Bit. surf. plant mix, class B, BAM, grad.	22	147,614.65
Brown	586	21Q	US Route 24, 4½ mi. west of Mt. Sterling, southerly	5.406	A-3 bit. surf. treat., ty. B base	20	185,337.92
Carroll	2188	22Q	Milledgeville, west and south	3.202	A-3 bit. surf. treat., ty. A base	22	206,211.12
Cass	579	27QRS	Within Arenzville, northerly	6.633	Bit. surf. plant mix, class B	22	220,363.37
Champaign	522	230FL	NYC Ry. near Sidney	....	PE, FL, relocate & widen crossing	....	9,011.00
Champaign	522	230Q	FAS Route 512 in Sidney, south	0.489	Bit. conc. surf. course, class I, PCC base, grad.	22	101,456.05
Champaign	522	236FL	C&EI RR, 1 mi. south of Sidney	....	PE, FL, relocated & widen crossing	....	11,519.00
Champaign	522	236Q	¼ mi. south of Sidney, south	3.622	Bit. conc. surf. course, class I, PCC base, grad.	22	532,608.17
Champaign	527	238B (50BR)	4 mi. east of Pesotum	0.313	Bit. conc. surf. course, class I, BAM, grad. bridge	24	186,985.25
Christian	556	14-3Q	4½ mi. east of Mt. Auburn, easterly	1.751	Bit. surf. treat., class A-2, ty. A base, grad.	22	1 144,058.17
Clay	798	27Q	½ mi. east of Bible Grove, east	3.124	Bit. surf. treat., class A-3, SC base, grad.	20	84,576.72
Clay	801	37Q	Ingraham, west	2.525	Bit. surf. treat., class A-3, SC base, grad.	20&24	70,702.13
Clay	796	38G	½ mi. north of US Route 50 at Xenia, north	2.143	Ty. B surf., grad.	23	86,724.85
Coles	673	48Q	¾ mi. west and 4½ mi. north of Lerna, north	0.604	Bit. conc. surf. course, PCC base, grad.	24	207,122.82
Crawford	694	46B	Over Embarros River, 8½ mi. south of Oblong	0.213	Bridges	....	443,567.93
Cumberland	702	38Q	Illinois Route 130, 1¾ mi. south of Greenup, easterly	5.706	Bit. surf. plant mix, class B, Ty. B base, grad.	20	371,397.70
DeKalb	1111	66-1G	4¾ mi. south of Shabbona, easterly	4.129	Ty. B base, grad.	24	213,194.60
DeWitt	543	25B	7 mi. east of Wapella	0.044	Bridge, grad.	....	....
DuPage	1135	194 (41&V) W&RS-2	On York Road in Elmhurst and Bensenville	2.261	Bit. conc. surf. course, class I, BAM base, grad., traffic signals	2@24& var.	1,524,510.39
Edgar	678	56Q	1¾ mi. south of Vermilion, south	2.703	Bit. surf. road mix, class B, ty. B Base, grad.	20	337,072.27
Effingham	1710	24B,Q	Illinois Route 37 in Mason, northerly	3.144	Bit. surf. plant mix, class B, SC base, grad., TS	20&24	219,425.70
Fayette	717	49G	2½ mi. east of Shobonier, east	3.371	Granular burrow, grad.	23	1 87,882.65
Fayette	772	53Q	1¾ mi. southwest of Vandalia, southwesterly	3.359	Bit. surf. treat., class A-3, SC base	22	75,705.67
Ford	335	27Q-1	3 mi. north of Elliott, east	5.083	Bit. surf. plant mix, class B	20	125,979.25
Ford	334	130Q-1	US Route 54, ½ mi. southwest of Roberts, east	4.034	Bit. surf. plant mix, class B, bit. hot sand seal coat	20	106,183.15
Hancock	421	42-4G	Illinois Route 96, 4 mi. east of Lima, west	2.056	Ty. B base, grad.	24	141,697.01
Henry	234	55G	Within Bishop Hill, northerly	1.975	Ty. B base, grad., bridge	22	189,474.02
Iroquois	323	118Q	4 mi. east of Woodland, east	3.018	Bit. surf. treat., class A-3	20	20,219.88
Iroquois	2335	221G	4½ mi. west of Chebanse, south	2.903	Ty. A surf., grad.	24	133,348.01
Johnson	927	(17&26)Q	Illinois Route 37 at Goreville, easterly	5.259	BAM, grad.	22	292,115.45
Kankakee	314	36FL	CM St. P&P RR, 3 mi. northeast of Momence	....	PE, FL	....	21,450.00
Kankakee	313	49FL	C&EI RR., 2½ mi. southwest of Momence	....	PE, FL, gates, crossing	....	25,927.00
Kankakee	1312	61FL	C&EI RR., 4 mi. northeast of St. Anne	....	PE, FL, gates, crossing	....	24,376.00
Kankakee	1312	61FL-1	C&EI RR., 3½ mi. southwest of Momence	....	PE, FL, gates, crossing	....	27,502.00
Knox	397	81-3Q	6 mi. south of Knoxville, south and west				
Lake	102	XW-1(XR	US Route 45, west of Gurnee, east	3.007	Bit. surf. plant mix, class B, ty B base, grad., bridge	22	422,877.05

LaSalle	1284	105Q-1	¾ mi. north of Kangley, northerly	2.600	PCC, bit. stab. mixture, grad., bridge, traffic signals	2@24	1,878,021.96
LaSalle	256	111Q	1 mi. south of Meriden, southerly	1.311	Bit. surf. treat., class A-2, bit. roadmix surf.	20	14,046.96
LaSalle	264	120B	Over Bailey Creek ½ mi. northeast of Tonica	3.902	Bit. surf. treat., class A-2, bit. roadmix surf.	20	37,735.45
LaSalle	264	120Q	US Route 51 at Tonica, northeasterly	0.027	Bridge, grad.	....	106,748.32
LaSalle	1278	126Q	Near south limits of Ottawa, east	3.628	Bit. surf. treat., class A-3, BAM, grad., TS	24	390,032.88
Lawrence	801	75B,Q	Illinois Route 1 west of Birds, east	0.503	Bit. surf. plant mix, class B, ty. B base, grad.	40	97,863.95
Lee	180	162Q	Within Steward, northerly	0.503	Bit. surf. plant mix, class B, BAM, grad., bridge	22	258,994.81
Livingston	1356	102Q	McDowell, south	3.082	Bit. surf. treat., class A-3, ty. B base, grad.	22&41	200,430.00
Livingston	2056	168Q	2 mi. northwest of Pontiac, westerly	2.001	Bit. surf. treat., class A-3	20	11,934.20
Livingston	1353	169G	1 mi. east of Dana, east	4.273	Bit. surf. treat., class A-3	20	26,055.62
Livingston	1363	170G	Illinois Route 116 at Cullom, north	2.997	Ty. B base	22	89,691.84
McDonough	1442	19-5Q	3 mi. east of Plymouth, easterly	4.002	Ty. B base	22	83,590.74
McHenry	13	68B	2½ mi. northeast of McHenry	1.666	B-5 bit. conc., ty. B base, grad., bridge	22	431,608.84
McHenry	1110	70-1Q	Huntley-Alquonquin Road, ½ mi. west of Lake in the Hills, north	0.020	Bridge	....	113 947.20
				1.012	Bit. conc. surf., class I, BAM, grad., culverts	24	286,076.78
McHenry	2015	71Q	½ mi. south of Crystal Lake, west	1.406	Bit. mixture complete, class B, BAM, grad.	22	141,628.25
McLean	349	TRS-1	Illinois Route 165 at Colfax, north	1.945	Bit. conc. surf., class I	22	55,323.29
McLean	488	39RS	½ mi. south of Cooksville, south	3.025	Bit. conc. surf., class I	21	70,182.45
McLean	479	47RS-2	2½ mi. northwest of McLean, south	3.903	Bit. conc. surf., class I	22	98,534.70
McLean	1485	107Q-1	¾ mi. east of Covell, south	0.999	Bit. conc. surf., class I	20	23,816.44
McLean	478	120RS	US 150, 2 mi. northwest of Downs, north	1.701	Bit. conc. surf., class I	20	47,941.85
Macon	1539	37-1Q	2½ mi. west of Elwin, northerly	2.692	Bit. conc. surf., class I, bit. stab. base, grad.	22	648,064.26
Macoupin	1732	32Q-1	Macoupin Station, northwesterly	3.059	Bit. surf. treat., class A-2, BAM, grad., TS	20	448,624.15
Macoupin	1741	35B	2½ mi. east of Nilwood	0.016	Bridge	....	53,544.00
Marshall	1369	42Q	3½ mi. southeast of Lacon, south	0.868	Bit. surf. plant mix, class B	20	15,368.10
Massac	931	33Q	Big Bay Station, northerly	1.346	Bit. surf. treat., class A-3, ty. A base, grad., TS	20&28	110,251.04
Massac	937	36Q	1 mi. northwest of Joppa, west and south	2.015	Bit. aggr. overlay, grad.	22	68,300.00
Menard	573	21Q	1½ mi. east of Petersburg, northeasterly	2.918	Bit. surf. treat., class A-3, ty. A base, grad., bridge	20	339,969.79
Mercer	1214	23B	Over Pope Creek, 2 mi. north of Seaton	0.189	Ty. B surf., grad., bridge	22	78,106.85
Montgomery	1741	20-1Q	Waggoner, west and north	2.820	Bit. surf. plant mix, class B, grad.	18	123,022.91
Montgomery	1744	41-1Q	Panama, easterly	2.727	Bit. surf. plant mix, class B, grad.	22&24	149,950.35
Montgomery	721	45Q	1½ mi. west of Fillmore, easterly	3.614	Bit. surf. plant mix, class B, ty. A base, grad., bridge, culvert, TS	22&32	526,718.10
Moultrie	642	18-1	2 mi. south of Allenville, west	2.627	PCC pav't., grad.	22	423,312.76
Ogle	1069	62-1Q	1 mi. east of Byron, northeasterly	3.348	Bit. surf. plant mix, class B, BAM, grad.	22	219,298.35
Ogle	1604	65FL	CB&Q RR, 2 mi. west of Polo	....	PE, FL, gates, crossing	....	23,306.00
Ogle	1604	65Q	US Route 52, 3 mi. northwest of Polo, south	3.800	Bit. surf. plant mix, class B	22	105,271.60
Pulaski	940	9Q-1	Perks, east to Johnson County	2.446	Bit. conc. surf., class I, BAM, grad.	22&26	230,308.10
Randolph	861	49Q	Walsh, northerly	3.368	Bit. conc. surf., class I, WBM, grad., bridge, TS, reflectorized crossbucks & crossing at MI RR	24&41	535,358.87
Rock Island	205	2,3	Near 16th Street in Moline, easterly	1.014	PCC Pav't., BAM, grad., traffic signals	2@24	2 641,420.76
Rock Island	205	142	Along Coaltown Road from FAI Route 74, easterly	2.183	PCC Pav't., BAM, grad., traffic signals	2@24	1,331,331.69
Rock Island	205	142-1	Coaltown Road in Moline from FAI Route 74, east	0.321	PCC Pav't., BAM, grad., traffic signals	2@24	303,635.76
Sangamon	635	103Q	1½ mi. south of Mechanicsburg, southerly	2.008	FAM, grad.	26	139,588.20
Scott	609	24Q	5 mi. east of Winchester, east	2.755	Bit. surf. treat., class A-3, ty. A base, grad.,	22	183,924.64
Stephenson	1051	60FL	IC RR at Sciota Mills	....	PE, FL, crossing	....	20,205.00
Stephenson	1051	60G	Sciota Mills, westerly and north	2.081	Ty. A surf., grad.	24	135,400.46
Tazewell	461	10-2Q5	3 mi. north of Manito, north and east	4.286	Bit. surf., class B	24	135,152.30
Tazewell	1468	27-3Q1	1½ mi. northeast of Tremont, west	2.829	Bit. surf. plant mix, class B	22	78,470.75
Vermilion	498	76	US Route 136 in Henning, south	2.586	PCC Pav't.	22	498,397.32

TABLE 54—Concluded

County	FAS Route No.	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Warren	399	105Q	½ mi. south of Cameron, east, south and east	4.988	Bit. surf. treat., class A-3, ty. B base, grad.	20	$ 246,938.67
Whiteside	186	38-1Q	Rock Falls, easterly	1.435	Bit. conc. surf., class I, BAM, grad.	40&var.	340,278.00
Will	304	34B	3 mi. northwest of Wilmington	0.018	Bridge, culvert, grad.	....	117,763.70
Will	1415	53	Briggs Road from Washington Street, south	0.992	PCC Pav't., PCC widening, grad.	40&2@8	334,890.19
Winnebago	1060	148	Alpine Road from Harrison Avenue, north	0.846	Bit. conc. surf., class I, PCC base, grad.	24&var.	379,972.25
Woodford	359	6G-2	3 mi. west of Panola, west	1.498	Ty. B surf. grad.	24	65,176.65
Woodford	361	9G-1	4 mi. west of Panola, north	0.996	Ty. B surf., grad.	24	47,713.50
							$21,441,228.45

[1] Construction in part or all by Day Labor

[2] 100 per cent matching by State

Abbreviations and terms used in above table

Grad. — Grading
Surf. — Surface
Treat. — Treatment
Pav't. — Pavement
BAM — Bituminous Aggregate Mixture
Ty. — Type
Mi. — Miles
Ry. — Railway
Conc. — Concrete
Aggr. — Aggregate
Var. — Various
RR — Railroad
Bit. — Bituminous
Stab. — Stabilized
WBM — Waterbound Macadam
FL — Flashing Lights
TS — Traffic Signs
SC — Soil Cement
PE — Preliminary Engineering

Class A, B, A-2, A-3, I, & PCC refer to the Standard Specifications of the Division of Highways for various types of Surfaces

TABLE 55—STATUS OF DECEMBER 31, 1969

	1962 Act			1968 Act			
County	Allotment	Not Programed	Unde Contra but n Comple	Allotment	Not Programmed	Under Contract but not Completed 2	Construction Completed and Accepted
Adams	$ 197,687.00	....	....	$255,621.00	$214,478.64	$ 41,142.36	....
Alexander	60,995.00	....	$ 7,4	77,885.00	77,885.00	....	....
Bond	101,933.00	....	100,5	131,805.00	130,038.25	1,766.75	....
Boone	77,222.00	....	....	99,852.00	62,574.25	37,277.75	....
Brown	73,371.00	....	73,3	95,858.00	95,858.00	....	....
Bureau	197,687.00	....	....	257,618.00	257,618.00	....	....
Calhoun	61,777.00	....	....	79,882.00	79,882.00	....	....
Carroll	118,921.00	....	....	155,769.00	33,118.51	122,650.49	....
Cass	83,399.00	....	....	107,840.00	62,386.26	45,453.74	....
Champaign	242,476.00	....	....	315,532.00	176,797.70	138,734.30	....
Christian	174,521.00	....	99,3	221,672.00	221,672.00	....	....
Clark	129,733.00	....	....	167,752.00	167,752.00	....	....
Clay	112,743.00	....	111,2	145,784.00	145,784.00	....	....
Clinton	131,277.00	....	....	169,749.00	169,749.00	....	....
Coles	125,099.00	....	....	161,760.00	161,760.00	....	....
Cook	626,256.00	....	....	801,812.00	801,812.00	....	....
Crawford	112,743.00	....	83,0	145,784.00	109,805.44	35,978.56	....
Cumberland	92,666.00	....	....	119,823.00	....	119,823.00	....
DeKalb	160,621.00	....	....	207,692.00	90,000.15	117,691.85	....
DeWitt	98,081.00	....	....	125,814.00	50,216.76	75,597.24	....
Douglas	117,377.00	....	....	151,775.00	67,254.95	84,520.05	....
DuPage	270,275.00	....	9,6	346,488.00	....	346,488.00	....
Edgar	155,988.00	....	....	201,701.00	....	201,701.00	....
Edwards	64,866.00	....	....	83,875.00	83,875.00	....	....
Effingham	122,792.00	....	....	159,763.00	71,056.18	88,706.82	....
Fayette	163,710.00	....	....	212,685.00	212,685.00	....	....
Ford	125,881.00	....	....	161,760.00	....	161,760.00	....
Franklin	128,188.00	$ 88,081.55	....	167,752.00	167.752.00		
Fulton	196,142.00	....	....				
Gallatin	76,43						
Greene	126,64						
Grundy	108,11						
Hamilton	108,11						
Hancock	185,33						
Hardin	50,96						
Henderson	88,03						
Henry	195,38						
Iroquois	254,04						
Jackson	139,78						
Jasper	120,46						
Jefferson	145,17						
Jersey	88,03						
Jo Daviess	140,54						
Johnson	77,22						
Kane	193,05						
Kankakee	222,39						
Kendall	95,75						
Knox	171,43						
Lake	304,25						
LaSalle	283,41						
Lawrence	100,38						
Lee	163,71						
Livingston	247,10						
Logan	142,08						
McDonough	140,54						
McHenry	232,42						
McLean	267,18						
Macon	182,24						
Macoupin	216,22						
Madison	301,16						
Marion	148,26						
Marshall	98,84						
Mason	123,55						
Massac	64,86						
Menard	78,76						
Mercer	131,27						
Monroe	97,29						
Montgomery	171,43						
Morgan	131,27						
Moultrie	95,75						
Ogle	189,96						
Peoria	239,38						
Perry	105,02						
Piatt	112,74						
Pike	177,61						
Pope	74,13						
Pulaski	63,32						
Putnam	49,42						
Randolph	154,44						
Richland	92,66						
Rock Island	174,52						
St. Clair	274,90						
Saline	123,55						
Sangamon	264,09						
Schuyler	98,84						

TABLE 55—STATUS OF FEDERAL-AID SECONDARY ALLOTMENTS AUTHORIZED BY THE FEDERAL HIGHWAY ACTS OF 1962, 1964, 1966 & 1968 DECEMBER 31, 1969

	1962 Act				1964 Act				1966 Act				1968 Act			
County	Allotment	Not Programed	Under Contract but not Completed 2	Construction Completed and Accepted	Allotment	Not Programmed	Under Contract but not Completed 2	Construction Completed and Accepted	Allotment	Not Programmed	Under Contract but not Completed 2	Construction Completed and Accepted	Allotment	Not Programmed	Under Contract but not Completed 2	Construction Completed and Accepted
Adams	$ 197,687.00			$197,687.00	$203,098.00		$181,775.34	$21,322.66	$203,420.00		$203,420.00		$255,621.00	$214,478.64	$ 41,142.36	
Alexander	60,995.00		$ 7,474.76	53,520.24	62,676.00	$ 60,589.76	2,086.24		63,569.00	$63,569.00			77,885.00	77,885.00		
Bond	101,933.00		100,579.50	1,353.50	104,722.00		103,475.25	1,246.75	104,888.00		104,888.00		131,805.00	130,038.25	1,766.75	
Boone	77,222.00			77,222.00	79,335.00			79,335.00	79,461.00		40,215.25	39,245.75	99,852.00	62,574.25	37,277.75	
Brown	73,371.00		73,371.00		76,162.00		76,162.00		76,282.00	1,816.10	74,465.90		95,858.00	95,858.00		
Bureau	197,687.00			197,687.00	203,892.00			203,892.00	205,009.00	149,818.03		55,190.97	257,618.00	257,618.00		
Calhoun	61,777.00			61,777.00	63,468.00	14,934.36		48,533.64	63,569.00	63,569.00			79,882.00	79,882.00		
Carroll	118,921.00			118,921.00	123,763.00			123,763.00	123,959.00			123,959.00	155,769.00	33,118.51	122,650.49	
Cass	83,399.00			83,399.00	85,682.00		40,320.26	45,361.74	85,817.00		85,817.00		107,840.00	62,386.26	45,453.74	
Champaign	242,476.00			242,476.00	249,113.00		24,399.20	224,713.80	249,508.00		249,508.00		315,532.00	176,797.70	138,734.30	
Christian	174,521.00		99,399.20	75,121.80	178,503.00		178,503.00		177,993.00	18,649.17	159,343.83		221,672.00	221,672.00		
Clark	129,733.00			129,733.00	133,283.00		52,046.12	81,236.88	133,494.00	44,644.12	88,849.88		167,752.00	167,752.00		
Clay	112,743.00		111,223.49	1,519.51	115,829.00		115,829.00		116,013.00	99,790.34	16,222.66		145,784.00	145,784.00		
Clinton	131,277.00			131,277.00	134,869.00			134,869.00	135,083.00	78,345.47		56,737.53	169,749.00	169,749.00		
Coles	125,099.00			125,099.00	128,523.00		45,929.91	82,593.09	128,727.00	62,496.91	66,230.09		161,760.00	161,760.00		
Cook	626,256.00			626,256.00	641,821.00			641,821.00	639,664.00	283,662.17	221,408.00	134,593.83	801,812.00	801,812.00		
Crawford	112,743.00		83,008.44	29,734.56	115,830.00		115,830.00		116,013.00		116,013.00		145,784.00	109,805.44	35,978.56	
Cumberland	92,666.00			92,666.00	95,203.00			95,203.00	96,151.00			96,151.00	119,823.00		119,823.00	
DeKalb	160,621.00			160,621.00	165,018.00			165,018.00	165,279.00		72,518.15	92,760.85	207,692.00	90,000.15	117,691.85	
DeWitt	98,081.00			98,081.00	101,548.00			101,548.00	100,912.00			100,912.00	125,814.00	50,216.76	75,597.24	
Douglas	117,377.00			117,377.00	120,589.00		35,228.95	85,360.05	120,781.00		120,781.00		151,775.00	67,254.95	84,520.05	
DuPage	270,275.00		9,692.45	260,582.55	276,879.00		276,879.00		277,322.00		277,322.00		346,488.00		346,488.00	
Edgar	155,988.00			155,988.00	160,257.00			160,257.00	160,511.00		45,120.90	115,390.10	201,701.00		201,701.00	
Edwards	64,866.00			64,866.00	66,641.00			66,641.00	66,747.00	33,520.45		33,226.55	83,875.00	83,875.00		
Effingham	122,792.00			122,792.00	126,936.00		42,911.18	84,024.82	127,137.00		127,137.00		159,763.00	71,056.18	88,706.82	
Fayette	163,710.00			163,710.00	168,191.00		144,236.24	23,954.76	168,457.00	139,852.24	28,604.76		212,685.00	212,685.00		
Ford	125,881.00			125,881.00	128,523.00			128,523.00	128,727.00		27,182.96	101,544.04	161,760.00		161,760.00	
Franklin	128,188.00	$ 88,081.55		40,106.45	132,491.00	132,491.00			133,494.00	133,494.00			167,752.00	167,752.00		
Fulton	196,142.00			196,142.00	201,512.00			201,512.00	201,830.00		81,978.05	119,851.95	253,624.00	152,437.05	101,186.95	
Gallatin	76,439.00			76,439.00	78,543.00			78,543.00	79,461.00			79,461.00	99,852.00	33,374.78	66,477.22	
Greene	126,643.00			126,643.00	130,110.00	994.99		129,115.01	130,316.00	130,316.00			163,757.00	163,757.00		
Grundy	108,110.00			108,110.00	111,069.00	58,634.24	28,300.00	24,134.76	111,246.00	111,246.00			139,792.00	139,792.00		
Hamilton	108,110.00			108,110.00	111,069.00			111,069.00	111,246.00	76,513.87		34,732.13	139,792.00	139,792.00		
Hancock	185,332.00			185,332.00	190,404.00		83,075.82	107,328.18	190,707.00	81,541.82	109,165.18		239,645.00	239,645.00		
Hardin	50,966.00		20,911.50	30,054.50	52,361.00		52,361.00		52,445.00		52,445.00		65,903.00	65,620.50	282.50	
Henderson	88,033.00			88,033.00	90,442.00	17,391.08	6,542.00	66,508.92	90,586.00	90,586.00			113,831.00	113,831.00		
Henry	195,380.00			195,380.00	201,512.00		27,507.27	174,004.73	201,830.00	105,187.27	96,642.73		253,624.00	253,624.00		
Iroquois	254,049.00			254,049.00	261,011.00			261,011.00	261,423.00	42,034.68	83,531.00	135,857.32	329,512.00	329,512.00		
Jackson	139,781.00			139,781.00	142,803.00		80,064.35	62,738.65	143,029.00		143,029.00		179,734.00	104,534.35	75,199.65	
Jasper	120,465.00			120,465.00	123,763.00			123,763.00	123,959.00			123,959.00	155,769.00	21,313.49	134,455.51	
Jefferson	145,176.00		65,839.97	79,336.03	149,150.00		93,451.25	55,698.75	149,387.00	49,078.22	100,308.78		187,722.00	187,722.00		
Jersey	88,033.00		88,033.00		90,442.00		90,442.00		91,384.00	60,410.05	30,973.95		113,831.00	113,831.00		
Jo Daviess	140,543.00			140,543.00	144,390.00			144,390.00	144,619.00			144,619.00	181,731.00	80,466.75		$101,264.25
Johnson	77,222.00			77,222.00	77,748.00			77,748.00	77,872.00		34,460.42	43,411.58	97,855.00		97,855.00	
Kane	193,054.00		52,763.89	140,290.11	199,132.00		161,425.74	37,706.26	200,242.00	74,067.63	126,174.37		251,627.00	251,627.00		
Kankakee	222,398.00		5,605.00	216,793.00	228,486.00			228,486.00	228,848.00	109,527.43	55,350.39	63,970.18	289,571.00	289,571.00		
Kendall	95,754.00			95,754.00	98,376.00			98,376.00	98,532.00	26,269.76		72,262.24	125,814.00	125,814.00		
Knox	171,432.00			171,432.00	176,124.00			176,124.00	176,403.00		89,170.45	87,232.55	221,672.00	81,383.45	140,288.55	
Lake	304,253.00		143,915.00	160,338.00	310,993.00			310,993.00	311,487.00	223,499.93		87,987.07	391,420.00	391,420.00		
LaSalle	283,413.00			283,413.00	291,159.00			291,159.00	290,827.00		35,267.81	255,559.19	367,455.00	175,649.81	191,805.19	
Lawrence	100,388.00			100,388.00	103,136.00		30,269.56	72,866.44	103,299.00		103,299.00		129,808.00	124,493.56	5,314.44	
Lee	163,710.00			163,710.00	168,191.00		47,449.35	120,741.65	168,457.00		48,342.15	120,114.85	221,686.00	145,950.50	65,735.50	
Livingston	247,109.00			247,109.00	253,872.00		31,815.72	222,056.28	254,275.00	171,461.72	82,813.28		319,526.00	319,526.00		
Logan	142,088.00			142,088.00	146,771.00		92,444.62	54,326.38	147,797.00	10,241.62	137,555.38		185,725.00	185,725.00		
McDonough	140,543.00		88,055.67	52,487.33	144,390.00		144,390.00		144,619.00	30,001.67	114,617.33		181,731.00	181,731.00		
McHenry	232,426.00		232,426.00		238,006.00	54,982.69	183,023.31		238,383.00	238,383.00			299,557.00	299,557.00		
McLean	267,187.00			267,187.00	274,499.00			274,499.00	274,935.00		37,209.96	237,725.04	345,488.00	299,912.04	45,575.96	
Macon	182,242.00			182,242.00	187,231.00			187,231.00	185,938.00		37,478.04	148,459.96	232,656.00		232,656.00	
Macoupin	216,221.00		21,102.70	195,118.30	222,139.00		222,139.00		222,490.00		222,490.00		279,586.00	249,582.70	30,003.30	
Madison	301,164.00		291,709.33	9,454.67	309,407.00		309,407.00		313,076.00	139,782.33	173,293.67		393,417.00	393,417.00		
Marion	148,265.00		114,593.57	33,671.43	152,324.00		152,324.00		152,564.00	89,731.57	62,832.43		191,716.00	191,716.00		
Marshall	98,843.00			98,843.00	101,548.00			101,548.00	101,710.00		28,288.96	73,421.04	128,809.00	76,753.96	52,055.04	
Mason	123,554.00			123,554.00	126,936.00	123,826.33		3,109.67	127,929.00	127,929.00			160,762.00	160,762.00		
Massac	64,866.00			64,866.00	66,641.00			66,641.00	67,545.00		4,918.05	62,626.95	$83,875.00		83,875.00	
Menard	78,766.00			78,766.00	82,509.00			82,509.00	82,640.00		70,297.07	12,342.93	103,846.00		103,846.00	
Mercer	131,277.00			131,277.00	134,869.00		115,478.85	19,390.15	135,083.00	65,384.85	69,698.15		170,747.00	170,747.00		
Monroe	97,299.00		97,299.00		99,962.00	30,112.17	69,849.83		100,121.00	100,121.00			125,814.00	125,814.00		
Montgomery	171,432.00		11,114.20	160,317.80	176,124.00		176,124.00		176,403.00		176,403.00		221,672.00	124,247.20	97,424.80	
Morgan	131,277.00			131,277.00	134,870.00			134,870.00	135,083.00	53,893.84		81,189.16	169,749.00	169,749.00		
Moultrie	95,754.00			95,754.00	98,376.00		43,495.58	54,880.42	98,532.00		98,532.00		123,817.00	36,385.58	87,431.42	
Ogle	189,965.00			189,965.00	195,165.00		11,641.22	183,523.78	195,474.00		172,289.97	23,184.03	245,637.00	93,344.19	152,292.81	
Peoria	239,387.00			239,387.00	242,761.00		65,635.70	177,125.30	239,971.00	120,428.70	119,542.30		301,554.00	301,554.00		
Perry	105,022.00			105,022.00	107,101.00			107,101.00	108,067.00	93,272.66		14,794.34	134,801.00	134,801.00		
Piatt	112,743.00			112,743.00	115,829.00			115,829.00	116,013.00		112,353.44	3,659.56	145,784.00	88,137.44	57,646.56	
Pike	177,610.00			177,610.00	182,471.00		165,106.94	17,364.06	181,962.00		181,962.00		228,661.00	181,386.94	47,274.06	
Pope	74,133.00			74,133.00	76,162.00		3,659.65	72,502.35	76,282.00		76,282.00		95,858.00		95,858.00	
Pulaski	63,322.00			63,322.00	65,055.00		3,500.00	61,555.00	65,158.00		65,158.00		81,878.00		81,878.00	
Putnam	49,422.00	49,422.00			50,774.00	50,774.00			50,855.00	50,855.00			63,906.00	63,906.00		
Randolph	154,443.00		16,673.10	137,769.90	158,671.00		158,671.00		158,922.00		158,922.00		199,704.00	129,415.54	70,288.46	
Richland	92,666.00		81,161.18	11,504.82	95,203.00		95,203.00		95,353.00		95,353.00		119,823.00	107,495.69	12,327.31	
Rock Island	174,521.00		174,521.00		180,092.00		180,092.00		179,582.00		179,582.00		225,666.00	12,706.82	212,959.18	
St. Clair	274,909.00			274,909.00	282,433.00		88,344.00	194,089.00	282,083.00	222,427.00	59,656.00		353,477.00	353,477.00		
Saline	123,554.00			123,554.00	126,936.00		23,795.25	103,140.75	127,137.00	24,932.25	102,204.75		159,763.00	159,763.00		
Sangamon	264,098.00			264,098.00	271,327.00		83,001.63	188,325.37	271,756.00		271,756.00		341,494.00	231,551.63	109,942.37	
Schuyler	98,844.00		87,423.10	11,420.90	102,343.00	64,766.10	37,576.90		103,299.00	103,299.00			129,808.00	129,808.00		
Scott	64,866.00			64,866.00	66,641.00	19,430.97		47,210.03	66,747.00	66,747.00			83,875.00	70,418.97	13,456.03	
Shelby	186,876.00	16,518.50	170,357.50		191,991.00	191,991.00			192,295.00	192,295.00			241,642.00	241,642.00		
Stark	75,677.00			75,677.00	77,748.00			77,748.00	77,872.00	1,269.63		76,602.37	97,855.00	97,855.00		
Stephenson	143,633.00			143,633.00	147,563.00			147,563.00	147,797.00		76,752.03	71,044.97	185,725.00	3,539.03	182,185.97	
Tazewell	189,203.00			189,203.00	195,165.00	7,122.10	116,239.00	71,803.90	194,682.00	194,682.00			243,639.00	243,639.00		
Union	107,327.00			107,327.00	109,483.00			109,483.00	109,656.00		74,401.83	35,254.17	138,793.00	84,194.83	54,598.17	
Vermilion	242,476.00			242,476.00	249,113.00		150,810.62	98,302.38	249,508.00	129,596.62	119,911.38		313,535.00	313,535.00		
Wabash	60,233.00			60,233.00	61,882.00		27,932.68	33,949.32	61,980.00	23,007.08	38,972.92		77,885.00	77,885.00		
Warren	125,099.00			125,099.00	128,523.00			128,523.00	128,727.00		48,812.67	79,914.33	161,760.00	81,381.67	80,378.33	
Washington	125,099.00		110,144.73	14,954.27	128,523.00		128,523.00		128,727.00		128,727.00		162,758.00	154,552.73	8,205.27	
Wayne	157,532.00			157,532.00	161,844.00			161,844.00	162,100.00		82,987.61	79,112.39	203,698.00	165,038.61	38,659.39	
White	125,099.00			125,099.00	128,523.00			128,523.00	128,727.00	60,366.43		68,360.57	161,760.00	161,760.00		
Whiteside	180,699.00			180,699.00	185,644.00		50,193.13	135,450.87	185,938.00		185,938.00		233,654.00	184,722.13	48,931.87	
Will	333,597.00			333,597.00	342,728.00			342,728.00	343,271.00	116,819.88	181,152.00	45,299.12	432,359.00	432,359.00		
Williamson	128,188.00			128,188.00	133,283.00		31,528.00	101,755.00	133,494.00		133,494.00		167,752.00	118,774.00	48,978.00	
Winnebago	227,793.00			227,793.00	234,040.00			234,040.00	234,406.00	7,608.32	106,312.00	120,485.68	295,563.00	295,563.00		
Woodford	142,850.00			142,850.00	146,771.00			146,771.00	147,797.00		110,249.68	37,547.32	185,725.00	118,446.68	67,278.32	
State of Illinois 3	2,000,000.00			2,000,000.00	2,000,000.00		761,002.60	1,238,997.40	1,954,425.00		1,954,425.00		2,500,000.00	1,068,939.88	1,431,060.12	
Highway Planning 4	265,649.00			265,649.00	272,086.00			272,086.00	364,214.00			364,214.00	342,188.00		342,188.00	
Total	$17,709,959.00	$154,022 05	$2,358,398.28	$15,197,538 67	$18,139,119.00	$828,040.79	$5,859,448 26	$11,451,629.95	$18,210,822.00	$4,788,042.83	$9,468,811.56	$3,953,967 61	$22,812,603.00	$16,324,192.59	$6,387,146.16	$101,264 25

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1 Allocations to Illinois under each Federal Aid Act for Federal-aid secondary work is listed below.

Act	For Year Ending June 30	Allotment	Work Completed
1944	1946	$4,761,820	$4,761,820
	1947	4,752,492	4,752,492
	1948	4,688,429	4,688,429
1948	1950	4,198,769	4,198,769
	1951	4,189,809	4,189,809
1950	1952	4,667,413	4,667,413
	1953	4,638,620	4,638,620
1952	1954	5,124,593	5,124,593
	1955	5,165,722	5,165,722
1954	1956	6,625,129	6,625,129
	1957	6,619,637	6,619,637
1956	1957	1,189,296	1,189,296
	1958	8,087,214	8,087,214
	1959	8,247,143	8,247,143
1958	1960	8,378,987	8,378,987
	1961	8,366,794	8,366,794
1960	1962	$ 8,570,704	$8,570,704
	1963	8,426,519	8,426,519
1962	1964	8,750,018	Status is analyzed above
	1965	8,959,941	
1964	1966	9,058,134	Status is analyzed above
	1967	9,080,985	
1966	1968	9,115,103	Status is analyzed above
	1969	9,095,719	
1968	1970	11,411,955	Status is analyzed above
	1971	11,400,648	

2 These amounts include contract prices plus an allowance for contingencies.

3 Reserved for State construction of Federal-aid secondary roads.

4 Reserved for highway planning projects.

TABLE 56.—COUNTY CONSTRUCTION APPROVED DURING 1969.

County	Bituminous Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		[1] Bridges		Total
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost
Adams			2.5300	$ 92,028.80							$ 92,028.80
Boone										$ 21,366.78	1,366.78
Carroll			4.6996	84,897.00							84,897.00
Champaign			11.3599	1,455,763.96					3	218,855.73	1,674.619.69
Coles										[2] 7,127.57	7,127.57
Cook	10.8693	$ 8,837,486.89	0.2652	113,690.20						[2] 3.767,717.59	12,718,894.68
Cook (Expwy.)	4.5780	6,724,818.74							1	2,492,715.03	9,217,533.77
Crawford			0.9915	12,911.07							12,911.07
DeKalb			2.6739	148,975.09							148,975.09
DeWitt										[2] 1,789.50	1,789.50
DuPage	1.2095	428,233.33	1.4978	434,361.21							862,594.54
Edwards										[2] 2,130.58	2,130.58
Effingham					0.1163					[2] 3,065.04	3,065.04
Fulton			0.2187	4,008.15							4,008.15
Henry			20.8720	109,840.10							109,840.10
JoDavies			3.6217	333,976.40					1	93,007.00	426,983.40
Kankakee			2.0152	62,722.75						[2] 7,023.73	69,746.48
Kendall			0.6500						1	250,000.00	250,000.00
Lake			7.701	582,642.71	12.483	$ 456,694.20					1,039,336.91
LaSalle	5.631	[2] 29,731.91	5.2946	52,631.44							82,363.35
Livingston	1.9645	20,043.43	2.0006	47,300.00			9.4822	$ 27,675.08	1	[2] 4,203.95	99,222.46
Logan	2.2934	106,417.50									106,417.50
McHenry	0.0816				2.4502	105,501.10			3	95,875.27	201,376.37
McLean			1.3960	26,088.57	6.7526	42,892.25				[2] 3,094.45	72,075.27
Macon	0.4631	356,548.07									356,548.07
Madison					0.7765				1	[2] 83,961.50	83,961.50
Mason										2,456.36	2,456.36
Massac			1.2223	40,723.20							40,723.20
Monroe										[2] 1,485.52	1,485.52
Morgan			0.3702	13,140.20							13,140.20
Moultrie	0.8892	109,341.93									109,341.93
Ogle			5.2941	[2] 55,066.67	0.6676	162,473.65			1		217,540.32
Peoria			3.1723	74,980.86							74,980.86
Rock Island	1.450	387,858.16	13.0696	432,180.11							820,038.27
Sangamon							2.9242	86,592.42			86,592.42
St. Claire										12,093.50	12,093.50
Scott			0.1300						1	38,617.40	38,617.40
Stark			3.4350	50,037.00							50,037.00
Stephenson			7.3189	[2] 78,529.29					1		78,529.29
Tazewell			77.5249	53,426.18	2.5201	114,614.20					168,040.38
Vermilion	1.5453	332,465.10									332,465.10
Warren			4.1897	97,002.40							97,002.40
Whiteside			0.6686	28,899.90							28,899.90
Will			6.2869	[2] 317,545.04	0.1420					[2] 382,117.80	699,662.84
Winnebago			9.5033	[2] 465,175.48	1.4400	66,190.23			1	[2] 195,815.65	727,181.36
Woodford					7.8458	72,815.46					72,815.46
Total	24.6020	$17,332,945.06	123.0496	$5,268,543.74	23.9694	$ 1,021,181.09	12.4064	$ 114,267.50	15	$ 7,664,519.95	$31,401,457.38

Note: This table includes All Day Labor Construction that was authorized and contracts that were approved during 1969. The costs tabulated in the "Cost" columns include estimated cost for day labor improvements and contract prices for contract improvements.

This table does not include force account work on Cook County or Cook County Expressway projects.

[1] Only bridges and culverts having a 20 foot span or over are included in the number. The "Cost" however, includes small drainable structures and other incidental work built separately or in connection with the bridge section.

[2] Includes work done in connection with an adjoining county, municipality, or road district or paid for, in part, with other funds. Only the county's motor fuel tax portion of the cost is shown in this table.

[3] Included 12 bridges and 3 culverts.

[4] Includes $321,729.56 for Railroad Crossing Protection.

TABLE 57.—COUNTY CONSTRUCTION APPROVED, 1916 to 1969, INCLUSIVE.[1]

Year	Surfacing		Earth Grading		Bridges	
	Miles	Cost[2]	Miles	Cost[2]	Number	Cost[2]
1916 to 1920[3]	420.76	$ 9,238,675.39	92.58	$ 378,226.46	72	$ 275,419.51
1921 to 1930[3]	1,664.48	41,968,100.17	372.87	3,884,341.86	398	5,120,359.58
1931 to 1940[3]	6,153.62	66,425,985.93	1,682.76	5,752,533.69	1,550	10,866,382.64
1941 to 1950[3]	3,367.12	47,619,131.45	364.29	2,190,615.69	333	19,598,988.60
1951	408.39	9,330,121.98	14.69	117,035.49	30	8,452,928.72
1952	313.27	8,745,470.68	7.85	30,552.39	33	6,102,215.76
1953	268.61	11,874,641.30	12.60	831,362.44	34	8,258,596.24
1954	316.07	20,283,423.65	19.67	1,011,882.26	27	6,659,371.68
1955	257.08	6,652,049.88	0.47	728,732.86	15	2,837,779.82
1956	330.57	10,354,246.37	7.92	96,677.68	13	9,415,336.91
1957	272.94	10,823,343.16	10.53	1,181,739.77	34	14,417,595.10
1958	219.28	14,745,256.39	15.56	1,184,097.79	62	37,565,112.11
1959	412.53	22,315,481.09	21.28	1,188,126.36	18	6,644,704.74
1960	322.92	22,607,120.58	0.31	....	43	25,396,614.08
1961	227.79	15,527,813.97	18.82	197,441.91	22	7,734,794.43
1962	200.63	8,769,889.71	16.61	350,254.81	28	9,428,018.04
1963	220.69	8,980,997.73	1.28	438,512.91	27	8,242,832.38
1964	188.69	18,305,922.31	12.53	37,866.88	37	39,646,469.34
1965	244.37	19.978,750.81	16.16	1,238,382.16	26	9,141,240.35
1966	180.90	18,330,834.53	4.28	548,496.52	22	18,130,029.99
1967	236.31	19,357,827.24	16.78	265,155.21	31	11,717,090.83
1968	205.21	13,835,835.37	....	....	21	11,780,502.61
1969	171.62	23,622,669.99	12.40	114,267.50	15	7,664,519.95
Total	16,603.85	$449,693,589.68	2,722.24	$21,766,302.64	2,891	$285,096,803.41

[1] No Day Labor construction was approved prior to the year 1930.

[2] "Cost" includes the estimated cost on day labor sections and the contract price on contract sections, and does not include any canceled contracts.

[3] For the individual yearly figures see the annual report for the year 1957, page 190.

TABLE 58.—RECAPITULATION OF COUNTY CONTRACTS APPROVED AND DAY LABOR CONSTRUCTION AUTHORIZED DURING 1969

	Day Labor or	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		[1] Bridges		Total Cost
Law	Contract	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	
MFT Funds	Contract	20.0240	$10,608,126.32	70.6371	$4,271,464.07	17.3802	$379,083.16			13	$5,040,012.83	$20,298,686.38
MFT Funds	[2] Day Labor			52.4125	997,079.77	6.4729	642,097.93	12.4064	114,267.50			1,753,445.20
County Funds	Contract	4.5780	6,724,818.74			0.1163				2	2,624,507.12	9,349,325.86
County Funds	[2] Day Labor											
	Totals	24.6020	$17,332,945.06	123.0496	$5,268,543.84	23.9694	$1,021,181.09	12.4064	$114,267.50	15	$7,664,519.95	$31,401,457.44

[1] Only Bridges and Culverts have a 20-foot span or over are included in the number. The "cost" however, includes small drainage structures and other miscellaneous work built separately or in connection with the Bridge Sections.

[2] Day Labor Costs are engineer's estimates.

TABLE 59.—COUNTY CONSTRUCTION COMPLETED DURING 1969.

County	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single-lane (0 ft. to 15 ft.)	Two-lane (16 ft. to 24 ft.)	Three-lane (25 ft. to 35 ft.)	Four-lane or Over (36 ft. or Over)	On an Existing Rigid Base	Not on a Rigid Base				
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Champaign							7.41			1
Coles	0.71	1.21			0.69					
Cook	0.40	0.30		15.45						2
Cook (Expwy.)		0.17		6.57					1.47	5
Crawford						0.99				
DeKalb							2.67			
DeWitt										1
DuPage				1.97		2.40				
Fulton						2.53				
Henry						4.12				

Kane						2.29				
Kankakee						4.99				
Kendall						0.65				1
Lake						7.70				
LaSalle					5.62	4.98				
Lawrence										1
Livingston						1.97	2.00		9.01	
Logan						1.74				
McHenry						0.08				1
McLean						1.40	13.97			
Macon				0.69						2
Macoupin						0.34				1
Ogle						2.81				
Peoria						0.85	0.67			
Rock Island			1.45			7.93	2.04			
Sangamon								2.92		1
Stark						3.44				
Stephenson						7.82	2.36			
Tazewell						12.71	2.52			
Wabash						1.51				
Whiteside						0.67				
Will						7.28	0.34			2
Winnebago						5.79	4.06			3
Woodford						7.46	1.32			
Total	[1] 1.11	[2] 1.68	[3] 1.45	[4] 24.68	[5] 6.31	[6] 94.45	[7] 39.36	2.92	10.48	[8] 21

Notes: The above table does not include miscellaneous improvements such as small drainage structures railroad crossing protection installations, traffic control signal installations, building removal etc.

[1] Bituminous concrete surface, Class I.

[2] Includes 1.51 miles of bituminous concrete surface, Class I and 0.17 miles of portland cement concrete pavement.

[3] Portland cement concrete pavement.

[4] Includes 5.29 miles of bituminous concrete surface, Class I and 19.39 miles of portland cement concrete pavement.

[5] Includes 0.69 miles of bituminous concrete surface, Class I and 5.62 miles of bituminous surface plant mix, Class B.

[6] Includes:

Class I	16.48 miles
Class B	13.44 miles
Class A	64.53 miles
Total	94.45 miles

[7] Includes:

Type A surface	7.41 miles
Type B base	15.04 miles
Type B Surface	14.24 miles
Bituminous aggregate mix base	2.67 miles
Total	39.36 miles

[8] Includes 1 pedestrian overpass, 5 highway grade separation structures, 13 bridges and 2 culverts having a 20-foot span or over.

RECAPITULATION OF SURFACES

Rigid-type surfaces: (summation of columns 1,2,3,4 and 5)	35.23 miles
Non-rigid-type surfaces:	
Low type bituminous	94.45 miles
Gravel or stone bases	15.04 miles
Gravel or stone surfaces	21.65 miles
Bituminous aggregate mix base	2.67 miles
Oiled earth	2.92 miles
Grading	10.48 miles
Total	182.44 miles

TABLE 60 MUNICIPAL CONTRACTS APPROVED DURING 1969.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Abington	33-1.1	.2143	4,036	$ 36,710.60	C&G, S.S
Addison	15	0.2000	4,300	41,435.38	CL.B, B.A.M. base, C&G, S.S, Sdwk.
Algonquin	11-L			7,486.90	S.L.
Algonquin	12	0.1428	2,176	4,048.40	CL.B
Alsip	11			17,394.75	S.L.
Alton	127-G	0.2275	8,145	52,772.10	CL.-I, P.C.C., Sdwk, Conc.
Alvan	1-FL			26,165.68	F.L.
Arlington Heights	66	0.7028	4,090		CL.I
Arlington Heights	67			31,997.50	T.S., S.L.
Arlington Heights	68	0.8286	17,964	66,674.00	CL. I
Arlington Heights	69	0.2547	3,934	55,913.80	CL.I, C&G, S.S.
Ashkum	5	0.1010	1,972	11,148.25	CL. A, C&G
Aurora	104			114,980.50	CL. B
Aurora	106	0.0811	998	10,721.40	CL.B, C&G, Sdwk.
Barrington	33TL			12,995.07	T.S.
Barrington	34TL			22,912.36	T.S.
Bartonville	39	0.2429	22,715	23,445.45	CL.B, C&G, S.S.
Bartonville	40	0.0431	890	6,198.75	CL.B, C&G
Bartonville	41SS			12,988.00	S.S.
Beardstown	42	0.1760	3,918	35,877.15	CL.I P.C.C. base
Belleville	52-WQ	0.2052	4,473	53,993.36	CL.I, C&G
Belleville	76-CS			47.710.00	S.S.
Belleville	90-WQ	0.2989	7,000	74,261.63	CL.I
Belleville	91 W.Q CS	0.1875	4,000	51,504.25	CL.I
Bellwood	58			27,571.40	T.L.
Bellwood	59	2.8824	46.971	150,982.50	CL.I
Benton	21	0.2368	3,914	65,828.85	CL.I
Berwyn	68			10,131.00	T.L.
Bloomington	144TL	0.2620	81,385	2124,901.45	CL.I
Bloomington	163Q	5.5456	10,455	2183,095.01	CL.I, C&G, S.S, Sdwk.
Bloomington	171Q	0.6464	12,813	40,218.85	CL.I
Bloomington	174Q	0.3225	5,805	22,396.05	CL.I
Blue Island	61			2,319.08	Railroad Crossing Work
Blue Island	62				CL.I, P.C.C. Base, C&G
Bradley	31-Q	0.1919	3,373	5,209.35	C&G
Bradley	32-TL			140,000.00	T.L.
Brookfield	77			4,659.25	T.L.
Calumet	56	0.2691	4,764	36,323.00	CL.I
Calumet	59			30,840.25	T.L.
Calumet Park	18			27,618.26	F.L.
Calumet Park	20	1.5657	33,818	103,983.75	CL.I
Carbondale	34	0.5300	11,429	183,539.00	CL.I, B.A.M. Base, C&G, S.S.
Carlock	SM-WX-S			12,000.00	
Carpentersville	21-TL			6,887.50	T.L.
Carrier Mills	9			130,000.00	
Cary	14	0.4955	11,294	14,945.90	CL.I
Catlin	5	0.2083	4,801	10,173.66	CL.I
Centralia	23	0.1300	1,862	16,222.90	CL.I
Centralia	24	0.4341	10,510	100,275.20	CL.I
Champaign	147	0.3882	3,364	202,644.85	CL.I
Champaign	151	0.5448	14,574	3292,259.50	CL.I
Champaign	152	0.2298	3,364	68,917.71	P.C.C. Pav't, C&G, S.S. Sdwks.
Champaign	156	0.0830	2,715	10,789.70	CL.I
Chenoa	17Q	0.5962	7,396	4,913.00	CL.B
Chester	18	0.3310	7,189	77,881.50	P.C.C. Pav't.
Chicago	5-Secs.			2,024,733.65	Structure repairs
Chicago	3-Secs.			5,524,932.02	Aux Outlet Sewers
Chicago	9-Secs.			8,569.00	P.C.C. Sdwk.
Chicago	18-Secs.			12,565,208.56	C&G
Chicago	3-Secs.	.8720	4,268	137,002.53	CL.I
Chicago	3-Secs.	1.5599	9,775	798,911.60	P.C.C. Base, C&G
Chicago	1-Sec			2,123,333.00	Bridge
Chicago	1-Sec			87,056.00	FAB & Deliver Structural Steel
Chicago Heights	92	0.2439	3,720	13,517.35	CL.I
Chillicothe	14	0.1470	4,418	43,266.25	CL.I
Collinsville	33-1			15,888.65	S.S., Sdwk. C&G
Collinsville	33-1	0.0600	1,063	13,260.35	CL.I
Congerville	2-Q	0.6800	1,482	13,662.00	CL.B
Countryside	4			10,534.00	S.S.
Creve Coeur	14	0.2893	6,891	52,588.26	CL. I, B.A.M. Base, C&G
Danvers	10-Q	0.1138	1,403	4,771.75	CL. B
Danville	96-1	0.1943	11,147	77,147.45	CL. I
Danville	103	1.2943	25,020	74,272.00	CL. I
Danville	108FL			2,252.57	F.L.
Decatur	123	0.7108	25,515	423,375.30	CL.I
Decatur	130L			11,289.20	Subway Lighting
Decatur	131	1.4237	42,305	487,986.91	CL.I, P.C.C., C&G, S.S., T.L.
Decatur	132			44,212.00	T
Deerfield	27	0.8771	16,726	41,045.36	CL.I
Deerfield	28-TL			46,982.40	T.L.
DeKalb	52-TL			7,545.20	T.L
DePue	13-Q	0.4729	9,079	16,678.88	CL. B.

TABLE 60 MUNICIPAL CONTRACTS APPROVED DURING 1969.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Des Plaines	80	.635	1,2799	$ [3]1,147,819.10	CL.I, C&G, Sdwk. S.S.
Des Plaines	81			28,435.95	T.L.
Des Plaines	82	0.2994	4,800	[1]24,131.36	CL.I
Des Plaines	83	3.7922	66,028	25,331.60	CL.I
Des Plaines	84	0.2983	3,000	57,963.50	CL.I, C&G
Dieterich	2-B			[1]27,986.40	CL.I, C&G, S.S.
Dolton	51	0.1360	2,234	35,699.20	CL.I, C&G, S.S.
Dolton	52	0.2187		17,972.50	CL.I, Ty B, Aggr. Base
Dolton	54			29,151.10	T.L.
Donovan	5-Q	0.0246	426	1,653.67	CL.A
Downers Grove	38	0.5254	13,000	177,444.40	CL.I, C&G, B.A.M. Base
Downers Grove	32	0.4973	10,620	317,953.81	CL.I, C&G, B.A.M. Base, S.S., Sdwk.
DuQuoin	25	0.7378	13,511	127,725.85	CL.I
East Alton	24-Q	1.0316	12,570	54,325.20	[1]CL.I
East Dundee	19	0.1715	3,357	9,969.22	CL.I
East Hazel Crest	9	0.3820	4,606	16,816.35	CL.I
East Peoria	68	0.0390	2,085	15,728.20	CL. B, Ty B Aggr. Base
East Peoria	69			8,450.00	Building removal
East St. Louis	116	0.6977	16,183	114,713.96	CL.I
East St. Louis	124-F.L.			24,075.24	F.L.
East St. Louis	126-Q	0.9530	19,528	194,150.17	CL.I
East St. Louis	127-W	0.3460		1,034,427.13	P.C.C. Widening
East St. Louis	129-Q	0.1181	4,291	49,811.70	CL.I, B.S. on Ty A Aggr, C&G
Elgin	79-3	13.5152	254,008	[3]599,865.00	CL.I B.S. on P.C.C.
Elgin	79-4	11.5447	210,021	335,101.13	CL.I
Elizabeth	9-Cg			2,417.00	C&G
Elmhurst	76&79			27,212.75	F.L. & Gates
Elmhurst	88	9.9280	175,898	[3]1,279,191.00	CL.I, Typ B Aggr, C&G
Elmwood Park	36	3.1997	74,000	149,885.00	CL.I
Elmwood Park	37			10,308.50	C&G
Erie	145	0.1367	2,165	19,121.10	CL.B
Evanston	88	0.0814	3,346	55,444.05	CL.I
Evanston	94	0.9259	30,000	229,488.35	CL.I
Evanston	95			147,957.00	F.L.
Evanston	96	0.8320	15,642	65,544.60	CL.I
Evanston	99	0.359	5,897	41,508.55	CL.I
Evansville	8	0.167	3,059	24,798.00	TY. A, Aggr. Surf, C&G
Freeport	56-S	3.1703	69,006	84,746.00	CL.B
Galesburg	0501-2	0.5000	10,990	31,537.40	CL.I
Galesburg	0700-1 T.L.	0.5846	10,741	141,676.87	P.C.C. Pav't, C&G
Galesburg	1101-3			25,388.80	T.L.
Galesburg	1101-S T.L.			14,222.00	T.L.
Galesburg	4-Q	0.2924	3,678	[1]10,447.75	CL.I
Glencoe	28	0.6986	14,400	24,271.50	CL.I
Glen Ellyn	36	0.6420	7,727	39,937.25	CL.I, TY.A Aggr., C&G
Glen Ellyn	37	0.1520	2,409	23,510.75	CL.I, P.C.C. Base, C&G, S.S.
Glenview	37	0.9360	10,500	27,346.75	CL.I, P.C.C. TY A on B.A.M., C&G
Granite City	69-Q	0.1466	2,657	20,450.85	CL.A, TY B, Aggr., C&G, Sdwk.
Granite City	70-Q	0.1299	2,451	23,476.22	CL.A, TY B, Aggr., C&G, Sdwk.
Granite City	85-Q	0.4951	7.863	98,510.67	CL.I, TY A, C&G, Aggr. Base
Grays Lake	8	0.8392		34,141.50	CL.I
Gridley	6-Q	0.1330	3,066	15,656.12	CL.I
Hanover	13-5	0.4394	8,313	44,248.40	CL.I TY.B Aggr. C&G
Harrisburg	27	0.4624	6,417	61,072.22	CL.I
Harvard	22-F.L.			1,920.98	F.L.
Harvard	24	0.3532	6,060	[3]83,919.29	CL.I, TY A, Aggr. Base, C&G
Harvey	68	0.7483	13,705	89,456.25	CL.I
Harwood Heights	12PK			4,612.00	CL.I
Herrin	22	0.1795	3,792	36,237.25	CL.I
Heyworth	13	0.1242	3,494	22,159.30	CL.I
Hickory Hills	3	2.299	46,950	[3]318,262.80	CL.I, TY.B, Aggr. Base, C&G, SS
Hickory Hills	5	1.0746	24,000	190,829.57	CL.I. TY.B, Aggr. Base, C&G, SS
Highland	18-W	0.0265		3,777.00	P.C.C. widening
Highland Park	27	0.8056	13,506	179,733.39	CL.I
Highland Park	48	0.0866	1,335	35,100.45	CL.I
Highland Park	56	1.0875	16,977	352,178.44	P.C.C. Pav't, TY. A, Aggr.
Highwood	27	0.2900	4,424	77,984.57	CL.I, Bit Conc. B.A.M. Base, C&G
Hillcrest	3-S	0.3480	4,864	9,433.50	Bit Surf P.C.C. Mix, Ty, B, Aggr. Base.
Hillsboro	26W	0.0905	1,820	16,751.45	P.C.C. Base, C&G, Sdwk steps
Hinsdale	26			14,455.85	T.L.
Hinsdale	27	1.5040	27,284	48,560.50	CL.I
Hoffman Estates	10			66,646.90	C&G, Sdwk.
Hometown	15	0.7674	11,705	32,622.35	Bit, Mod. Pav't. Mix
Hoopeston	30	0.3227	6,586	54,973.60	CL.I
Hutsonville	5	0.0572	5,140	12,390.32	P.C.C. Pav't Wid., Sdwks.
Jacksonville	52-T.L.			12,518.68	T.L.
Jonesboro	6	0.1246		26,496.65	CL.I, Aggr. base T.L., C&G
Kankakee	191-T.L.			9,533.00	T.L.
Knoxville	8-Q	0.1529	1,269	241,308.20	CL.I on B.A.M., TY B Aggr. Base, C&G
LaGrange	40	0.8670	14,200	[3]266,119.20	CL.I TY. A Aggr.
LaGrange	41	0.5793	82,8954	[3]112,255.75	CL.I TY.A Aggr.
Lake Forest	28	0.1540	4,643	[1]73,791.80	CL.I, B.A.M. Base, TY.B Aggr.

TABLE 60.—Continued

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Lake Forest	30	0.0804	4,334	$10,807.25	CL.I, Bind & Surf. B.A.M., C&G
Lake in the Hills	3			11,157.00	TY.B, Conc. Gutter
LaMoille	17-5	0.1553	6,000	12,060.97	
Lansing	33	0.4831	7,000	47,755.35	CL.I
Lansing	34	0.2494	4,560	59,016.25	CL.I, Bit, Conc. Base
LaSalle	28-Q	0.0576	932	9,467.86	CL.I
Lemont	19			96,976.75	S.S.
Lena	11.5	0.2822	7,884	75,121.75	CL.I, Aggr. Base TY. B, C&G, S.S.
McCook	4-PK			19,098.50	CL.I, Aggr. Mix Base
McHenry	18-T	0.4114	78,541	35,886.00	CL.I
Macomb	61-TL			8,244.28	T.L.
Madison	36-TL			11,599.96	T.L.
Marion	29-TL			10,510.20	T.L.
Markham	23			99,860.50	S.S.
Marquette Heights	1	0.2125	4,045	15,246.20	CL.B, Bit Ty. B Aggr. Base, C&G
Marseilles	5M-15	0.2460		6,651.10	CL.I
Matteson	18-	0.0353	550	5,789.50	CL.I, B.A.M. Base, C&G
Matton	56	0.8986		152,467.25	CL.I
Midlothian	10	0.4831	9,435	38,236.25	CL.I
Milan	13	0.3680	4,836	93,040.72	CL.I, P.C.C. Pav't. C&G, S.S.
Milan	14TL			13,124.90	T.L.
Milford	16-Q	0.0769	2,470	8,285.00	CL.I
Milledgeville	8-5	0.2357	4,977	33,711.00	CL.B
Milledgeville	8-15	0.0359	932	4,609.20	CL.I, Aggr. Base Ty.A
Minonk	19-3			3,775.00	R.C. Spillway
Mokena	7	0.2733	4,480	125,624.00	CL.I C&G
Momence	23-Q	0.2920	6,207	13,917.20	CL.I
Morris	41-Q	0.4649	9,706	48,091.90	CL.I
Morrison	13-S	3.844	70,160	339,281.50	CL.A
Morton	55-1-FL			13,815.27	F.L., Grade Crossing
Morton Grove	41	0.6964	14,152	169,050.25	CL.I, C&G, T.L.
Morton Grove	44	2.5110	48,396	121,290.00	CL.I
Mound City	7	0.2290	4,705	56,745.98	CL.A, TY.A Aggr. Base, C&G
Mt. Carmel	28-TL			6,538.74	T.L.
Mount Prospect	30			79,253.30	Bridge, CL.I
Mt. Vernon	59TL				T.L.
Mundelein	24	0.0648	1,423	19,828.32	CL.I, B.A.M., C&G
Murphysboro	23	0.1736	1,904	50,897.82	CL.I, BAM Base, P.C.C., C&G S.S. Sdwk.
Naperville	42	0.2686	8,272	83,461.68	CL.I
Naperville (DuPage)	44	0.2651	9,500	111,245.00	CL.I
Naplate	6-55			22,079.20	S.S.
Niles	27			49,432.00	T.L.
Niles	29	3.1883		154,336.76	CL.I
Noble	3			19,841.25	Culvert
Nokomis	14-Q	0.2630	6,235	53,427.00	CL.A, TY B, C&G
Normal	61-Q	0.2590	6,383	48,091.10	CL.I, B.A.M. Base, C&G
Normal	63-Q	0.2530	4,022	53,535.02	CL.I, TY B Aggr. C&G, S.S.
Normal	64-Q	1.2638	23,267	73,187.90	CL.I
Northbrook	31	0.2623	10,716	97,051.15	CL.I
Northbrook	32	0.3163	8,182	107,238.85	CL.I
North Chicago	74			31,198.15	T.L.
North Chicago	75	0.2616	4,000	135,589.95	CL.I, B.A.M. Base, C&G, S.S.
North Riverside	27	0.4326	6,399	63,918.00	CL.I
Oakbrook	5-TL			16,784.34	TL.
Oak Forest	12	0.6387	30,000	399,084.50	CL.I, C&G, S.S.
Oak Grove	1-1S	0.8500	1,164	2,879.00	CL.B
Oak Lawn	66			29,737.80	T.L.
Oak Lawn	69	0.6150	12,800	157,954.20	CL.I, Bit. Aggr. Mix Base,
Oak Lawn	79	1.8960	35,320	1576,536.40	CL.I, WBM Base, C&G, S.S.
Oak Lawn	81			417,890.00	T.L.
Oak Lawn	82			69,255.00	S.S.
Oak Park	143			2134,500.50	C&G, Sdwk. S.S.
Oak Park	145	3.2881	34,819	238,918.60	CL.I
Oglesby	15-Q	0.2110	4,082	14,933.98	CL.A
Okawville	6	0.3506	7,498	36,654.75	Bit. Seat Coat, Aggr., B
Olney	29			14,396.08	Culvert
Onarga	15-FL			5,198.11	F.L. & Gate
Orion	7-5	0.6680	2,125	20,280.00	CL B, TY A Aggr. Mix, Sdwk,
Orland Park	8	0.4420	3,914	39,709.05	CL B, TY A Aggr. Base
Oswego	12			7,133.40	CL. I, C&G, Sdwk.
Ottawa	89-TL			42,770.00	T.L.
Palestine	8	0.6705	499	14,241.35	P.C.C. Pav't with Conc. Curb
Park City	3	0.6210	11,272	19,891.75	
Park Forest	35			32,935.80	T.L.
Park Ridge	53			31,819.00	T.L.
Park Ridge	54			6,374.00	T.L.
Pearl City	8-S	0.1089	1,492	13,948.09	CL.A TY.B Aggr. S.S. C&G
Peoria	124	0.9300	24,590	2,274,392.29	CL.I, P.C.C. Wid.
Phoenix	12	0.4956	10,000	87,996.50	CL.I.
Pittsfield	11	0.3985	7,560	180,808.88	CL.B, TY.A Aggr. CL.B, TY A Aggr. C&G.

TABLE 60.—Continued

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Plano	13-55			$114,908.20	S.S.
Pontiac	41-Q	0.5209	12,230	117,338.00	CL.I
Pontiac	49-TL			25,347.46	T.L.
Posen	11	0.2026	4,250	26,596.55	CL.I, C&G
Quincy	145-TL			28,443.83	T.L.
Quincy	151-RS	0.7610	16,800	32,621.50	CL.I
Quincy	154			3,500.35	Conc. Curb
Rantoul	33	0.3083	8,805	187,123.83	P.C.C. Pav't., C&G, S.S.
Rantoul	34TL			14,712.82	T.L.
Raymond	2	0.1420	1,666	12,789.20	CL. A, TY. B Aggr.
Riverdage	29			33,043.75	T.L.
Riverdage	35	0.2026	3,333	12,199.45	CL.I
River Forest	42.2PK			1,250.00	Building Removal
River Forest	42.3PK			14,775.00	CL.I, Aggr. TY A
River Forest		7.3117	106,614	36,560.00	
River Forest	46			33,829.50	P.C.C. Sdwk, C&G
River Grove	19	11.2270	1,9450	78,316.80	CL.I, P.C.C., TY A Aggr. C&G
Riverside	29	2.093	4,9015	303,291.50	CL.I
Riverside	31	0.1616		8,245.25	CL.I
Riverton	15			7,888.81	P.C.C. Sdwk
Roanoke	5M(S,6	0.1845	2,6774	33,449.80	CL.B
Rochelle	SM-33-RS)			51,650.99	
Rockdale	16	0.1951	0,3210	32,853.55	CL.I, B.A.M. Base, Conc Gutter
Rockford	105-3	0.9071	2,7242	529,629.50	P.C.C. Pav't C,SS
Rockford	201-TL			9,395.45	T.L.
Rock Island	65	0.1395	3,515	43,700.30	P.C.C. Pav't, C.
Rock Island	67-S	1.4400	25,012	77,923.55	CL.I
Rockton	13-5	0.2370	3,430	17,084.25	CL.A, TY B Aggr. Base
Rolling Meadows	28 P.K.			13,682.55	CL.I, TY B base, C.
Rolling Meadows	29	3.5500	43,780	102,077.65	CL.I
Romeoville	4TL			16,173.58	T.L.
Romeoville	5	0.6860		37,582.00	CL.B, TY A Aggr.
Roselle	19-SS			38,777.00	S.S.
Rosemont	3			64,722.69	T.L.
St. Francisville	4-SS			41,037.00	S.S.
Savanna	15	0.3882	7,500	61,186.20	CL.I
Schaumburg	2	0.4909	10,656	37,533.00	CL.I
Shabbona	11			[1]12,365.57	
Skokie	80			7,752.65	T.L.
Skokie	81			46,945.35	T.L.
Skokie	83	0.2394	5,056	25,402.00	CL.I
Skokie	84	0.7216	15,650	113,267.80	CL.I
Skokie	85	0.7280		123,957.85	CL.I
Skokie	87PK			16,398.90	CL.I, BAM, Conc. Curb.
South Beloit	16-2	0.7457	1,080	44,983.53	CL.I, TY A Aggr. Bases, C&G
South Holland	19	0.6003	15,000	114,999.05	CL.I, Conc. Base, C&G
Springfield	145-2-A			17,706.89	F.L.
Springfield	166	0.9176	26,080	[3]264,230.00	CL.I
Springfield	167	0.5405	15,855	186,941.20	CL.I
Springfield	168	8.4157	18,791	171,268.12	CL.I
Springfield	174			[3]125,132.09	CL.I
Springfield	180 T.L.			36,344.70	T.L.
Springfield	181 T.L.			4,637.81	F.L.
Springfield	187	0.2216	6,448	32,736.42	CL.I
Stanford	4-Rs			11,400.00	
Sterling	62TL			41,612.25	S.S.
Sterling	63	0.0703	1,062	19,822.75	CL.I TY.A Aggr. Base, C&G
Sterling	64-SS			8,247.10	T.L.
Stockton	16-S	0.2031		35,298.35	CL.B., Aggr. Base, TY A, C&G
Stone Park	7			54,278.78	T.L.
Streamwood	6	0.4060	7,782	73,326.98	CL.I, C&G
Streator	33	0.1240	393	8,289.65	P.C.C. Base
Streator	34	1.1864	13,773	33,949.45	CL.I
Sugar Grove	3	0.0400		5,358.70	CL.B, TY.B. Aggr. Base, C&G
Sullivan	17	0.4021	11,165	127,175.36	CL.I
Tilton	15TL			6,924.25	T.L.
Toluca	15Q	0.1870	2,850	11,292.10	CL.A TY B Aggr. Base
Trenton	7FL			2,152.42	F.L.
Vandalia	28	0.5799	8,523	[3]128,850.00	P.C.C. Pav't, S., Sdwk.
Venice	31-Q	0.4760	1,521	15,503.35	CL.I
Vienna	8	0.1688	2,784	41,904.00	CL.I, TY B Aggr. Base, C&G, SS
Villa Park	40	0.3221	8,312	[3]117,896.21	CL.I
Warren	7-S	0.3225	9,043	[3]125,354.50	CL.I
Washington	58	0.9930	19,428	120,400.70	CL.I&CL B, TY.B Base Aggr.
Washington	58B			42,104.00	Bridge
Washington	59	0.2138	4,195	20,525.76	CL.B, TY B Aggr. Base, C&G
Washington	60	0.1403	2,659	15,822.90	CL.B, TY B Aggr. Base, C&G
Washington	61	0.1322	2,532	30,851.92	CL.B, TY B Aggr. Base, C&G
Washington	62	0.6648	1,216	6,247.43	CL.B, TY B Aggr. Base, C&G
Watseka	31-Q	0.3852	12,328	80,398.36	CL.I
Waukegan	142	2.5809	59,490	84,804.54	CL.I
Waukegan	143			11,507.05	T.L.
Westchester	27	4.1602	90,000	149,781.80	CL.I
West Chicago	23-FL			3,795.00	F.L. Gates

TABLE 60.—Concluded

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
West Dundee	12-1			4,422.50	T.L.
West Dundee	28			9,038.40	P.C.C. Sdwk.
Westmont	27	0.5170	12,110	33,713.50	CL.I
Wheeler	12 PK			48,432.65	CL.I
White Hall	12-Q	14.325	6,406		CL.B, Aggr. Base
Wilmette	55			12,650.54	F.L., Crossing wid.
Wilmette	62			63,993.00	F.L.
Wilmette	63	0.4854	10,300	141,365.50	CL.I
Wilslow	6-S	0.1455	2,540	15,101.85	CL.A
Zion	33-TL			7,142.00	T.L.
Total	558	192.0130	4,114,023	$38,395,646.08	

Costs shown in the above table does not include force account work or the cost of adjusting utility equipment by city forces.

[1] Includes work done in construction with a county, adjoining municipality, road district state, or work paid for in part with municipal or private funds. Only the municipality's motor fuel tax portion (portion known at time of table preparation of the contract price is shown in this table.

[2] Includes work done in connection with a railroad. Only the municipality's motor fuel portion (portion known at time of table preparation) of the cost is shown in this table.

[3] Special assessment or bond issue projects. The amount shown in this table is the full contract prices. The portion of the cost to be retired with motor fuel tax funds for these projects was not known at the time of table preparation.

Meaning of Abbreviations used in the above Table 60:

Aggr. —Aggregate
Asph. —Asphalt
B.A.M. —Bituminous Aggregate Mixture
Bit. —Bituminous
C. —Curb
Cem. —Cement
C&G —Combination concrete curb and gutter
CL —Class
Conc. —Concrete
F.L. —Flashing light signals
G. —Concrete Gutter
Mod. —Modified
Pav't. —Pavement
P.C.C. —Portland Cement Concrete
Pozz. —Pozzuolanic
R.C. —Reinforced Concrete
Reloc. —Relocation
R.R. —Railroad
S.C. —Soil Cement

Sec. —Section
Secs. —Sections
S.L. —Street Lighting
Spec. —Special
S.S. —Storm Sewer
Stab. —Stabilized
Surf. —Surface
Sdwk. —Sidewalk
Treat. —Treatment
T.L. —Traffic Lights
T.S. —Traffic Control Signals
TY —Type
W.B.M. —Water Bound Macadam
Wid. —Widening
CL.A, CL.B, CL.I —Refer to various types of Bituminous pavements and surfaces on the Standard Specifications for road and bridge construction.

TABLE 61.—MUNICIPAL DAY LABOR CONSTRUCTION AUTHORIZED DURING 1969.

Municipality	Section (C.S.)	Length (Miles)	Surface (Square Yard)	Estimated Cost	Type
Chicago	2 Secs			$ 38,447.00	T.L., Installation
Chicago	43 Secs			1,497,079.97	T.L., Rehabilitation
Chicago	2 Secs			342,455.13	T.L., Reconstruction
Chicago	2			14,964.50	T.L., Lane Control
Columbia	15-	0.2282	4016	4,200.00	TYB. Surf
Dwight	17-SS			33,443.33	SS
Elmhurst	89-DL	0.4032	5914	43,508.09	P.C.C. Pav't, C & G
Elwood	3	0.0258	423	1,784.79	TY B Surf
Oak Park	135			4,284.75	T.L.
Oakwood	3	0.0441	9036	9,954.50	CL. I, Ty. A base
Varna	4	0.3287	3892	3,791.61	TY B Surf
Vernon	1-SS			753.60	SS
Winnetka	44			11,619.00	T.L.
Total	57 Secs	1.0300	23,281	$2,006,286.27	

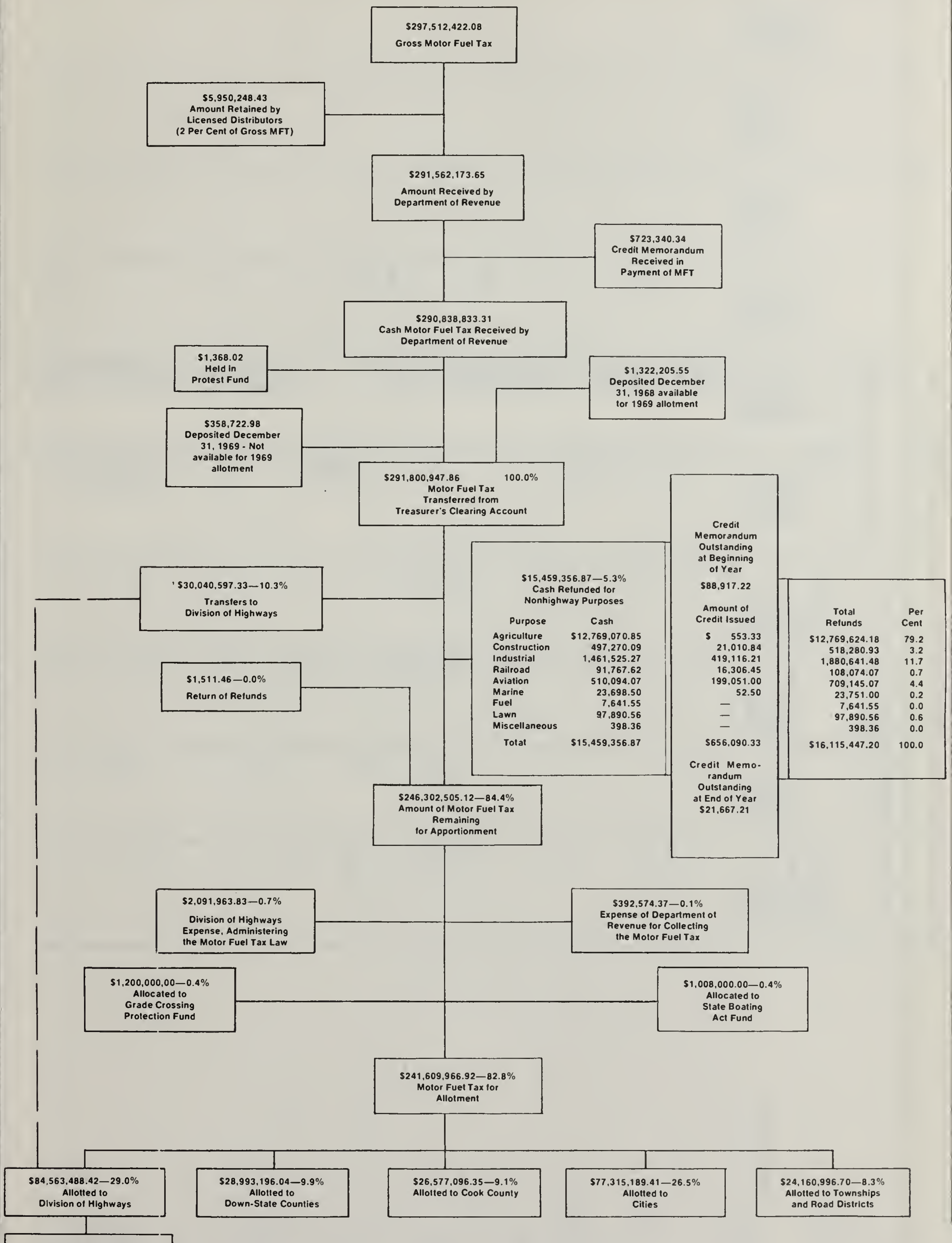
Meaning of Abbreviations used in above table

C&G —Curb and Gutter
CL —Class
Pav't —Pavement
PCC —Portland cement Concrete

SS —Storm Sewer
Surf —Surface
TY —Type
TL —Traffic Signal

DISTRIBUTION OF MOTOR FUEL TAX IN ILLINOIS

1969



Purpose	Cash	Amount of Credit Issued	Total Refunds	Per Cent
Agriculture	$12,769,070.85	$ 553.33	$12,769,624.18	79.2
Construction	497,270.09	21,010.84	518,280.93	3.2
Industrial	1,461,525.27	419,116.21	1,880,641.48	11.7
Railroad	91,767.62	16,306.45	108,074.07	0.7
Aviation	510,094.07	199,051.00	709,145.07	4.4
Marine	23,698.50	52.50	23,751.00	0.2
Fuel	7,641.55	—	7,641.55	0.0
Lawn	97,890.56	—	97,890.56	0.6
Miscellaneous	398.36	—	398.36	0.0
Total	$15,459,356.87	$656,090.33	$16,115,447.20	100.0

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[1] *House Bill 435 passed by the 76th General Assembly increased the tax rate on motor fuel from 6 cents to 7.5 cents per gallon effective August 1, 1969 and authorized 2/15th of the funds transferred from the Treasurer's clearing account to be deposited in the State Road Fund monthly. Prior to the effective date of House Bill 435, 1/12th of the funds transferred from the Treasurer's clearing account was deposited in the State Road Fund Monthly.*

Figure 11.

TABLE 62.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1969.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces Miles	Oiled Earth Miles	Earth Grading Miles	Bridges 20-foot Span or Over Number
	Widening and Single-lane (0 ft. to 15 ft.) Miles	Two-lane (16 ft. to 24 ft.) Miles	Three-lane (25 ft. to 35 ft.) Miles	Four-lane or Over (36 ft. or Over) Miles	On an Existing Rigid Base Miles	Not on a Rigid Base Miles				
Alexis						0.22				
Algonquin						0.14				
Alsip						0.38				
Altamont	0.20									
Alton	0.02					0.02				
Arlington Heights						0.48	0.93			
Arthur					0.27	0.14				
Bartonville						0.29				
Beardstown					0.18					
Bellwood					2.83					
Benton	0.24									
Berkley						0.18				
Bloomington						1.41				
Blue Island						0.89				
Bradley						0.43				
Brooklyn							0.03			
Canton						1.42				
Carbondale	0.35		0.54	0.55		2.96				
Cary					0.50					
Champaign	0.84	0.04	0.04	0.12						
Charleston			0.04		0.02					
Chenoa						0.60	0.60			
Chester			0.33							
Chillicothe		0.02			0.15					
Christopher					0.46					
Cicero					2.42					
Coal City					0.80					
Colchester						0.23				
Collinsville			0.06							
Congerville						0.68				
Crest Hill						0.13				
Creve Coeur						0.29				
Danville			0.04		1.44					
Depue						0.47				
Dieterich										1
Dixon						0.51				
Donovan						0.02				
East Alton					1.03					
East Dundee					0.17					
East St. Louis		0.35			1.65	0.31				
Elgin					25.21					
Elmwood Park					3.20					
El Paso						0.30				
Erie						0.14				
Evansville							0.17			

Forest Park						0.48				
Forest View					0.61					
Freeport						3.41				
Galesburg		0.59			0.66					
Genoa						0.39				
Germantown Hills						0.29				
Glen Ellyn						0.80				
Glencoe	0.14				1.68	0.09				
Golf						0.01				
Granite City						0.78				
Grays Lake					0.84					
Hanover						0.44				
Harrisburg					0.46					
Harvey						0.75				
Highland	0.03									
Highland Park		1.09	0.09			0.81				
Highwood						0.30				
Hillcrest						0.35				
Hillsboro	0.09									
Hinsdale					1.50					
Hoopeston			0.08		0.25					
Hutsonville	0.06									
Illiopolis							0.08			
Itasca						0.17				
Joliet				0.43						
Jonesboro						0.12				
Knoxville						0.15				
Lake Forest						0.23				
Lanark						0.24				
Lansing						0.48				
Lena						0.28				
Lincoln						0.29				
Lincolnshire						0.52				
Macomb						0.76				
Madison				0.34		0.12				
Markham						0.06				
Marquette Heights						0.21				
Marseilles					0.25	0.34				
Matteson						0.04				
Mattoon					0.90					
McHenry						0.82				
Milan				0.37						
Milford					0.08					
Milledgeville						0.28				
Mokena					0.29	0.27				
Morrison						3.84				
Morton Grove						0.69				
Mount Prospect						1.52				
Naperville						0.27				
Noble										1
Nokomis						0.26				
Normal						0.26				1
North Chicago					1.21					
North Riverside					0.43					
Northbrook			0.18							
Northfield						0.07				
Oak Grove						0.08				
Oak Lawn						2.27				
Oakwood						0.04				
Okawville								0.35		
Onarga					0.04					

TABLE 62.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1969.

Municipality	Concrete Pavement and Surfaces on a New Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces Miles	Oiled Earth Miles	Earth Grading Miles	Bridges 20-foot Span or Over Number
	Widening and Single-lane (0 ft. to 15 ft.) Miles	Two-lane (16 ft. to 24 ft.) Miles	Three-lane (25 ft. to 35 ft.) Miles	Four-lane or Over (36 ft. or Over) Miles	On an Existing Rigid Base Miles	Not on a Rigid Base Miles				
Oregon						0.58				
Orion						0.07				
Oswego						0.62				
Palestine	0.07									
Paris			0.17		0.09					
Park Forest						1.12				
Park Ridge					0.31					
Pecatonica						0.61				
Petersburg					0.13					
Pontiac						0.52				
Quincy						0.76				
Rantoul				0.31		0.04				
Raymond						0.14				
River Forest						7.31				
Riverside					2.25					
Roanoke						1.85				
Rockford				0.91						
Rock Island		0.29		0.14						
Rockton						0.24				
Romeoville						0.69				
Sauk Village						0.31				
Savanna					0.09					
Schaumburg						0.49				
Skokie						1.68				
South Beloit						0.75				
South Chicago Heights						0.14				
South Holland						0.30				
Springfield				0.14	0.88					
St. Anne						0.34				
St. Charles						0.70				
Sterling	0.08									
Stockton						0.20				
Streamwood						0.50				
Streator	0.12					1.19				
Sugar Grove						0.04				
Tinley Park						3.28				
Urbana	0.99		1.13							
Vandalia				0.34						
Venice						0.48				
Vienna						0.17				
Washington						1.63				1
Watseka						0.39				
Waukegan					2.58	0.54				
West Chicago					0.52					
West Frankfort						0.58				
Western Springs					0.54	0.10				

Westmont					0.52					
White Hall						0.27				
Wilmette						0.50				
Wilmington	0.24									
Winslow						0.15				
Winthrop Harbor						3.60				
Totals	[1] 3.47	[2] 2.38	[3] 2.70	[4] 3.65	[5] 57.44	[6] 69.10	[7] 1.81	[8] 0.35		[9] 4

The above table does not include miscellaneous improvements such as storm sewers, traffic control signals, curb and gutter, street lighting, building removal, small drainage structures, etc.

[1] Includes 1.38 miles of portland cement concrete pavement widening and 2.09 miles of bituminous concrete surface widening, Class I.

[2] Includes 2.34 miles of portland cement concrete pavement and 0.04 miles of bituminous concrete surface, Class I.

[3] Includes 2.37 miles of portland cement concrete pavement and 0.33 miles of bituminous concrete surface, Class I.

[4] Includes 3.53 miles of portland cement concrete pavement and 0.12 miles of bituminous concrete surface, Class I.

[5] Bituminous concrete surface, Class I.

[6] Includes:

Class A bituminous surface treatments	9.87 miles
Class B bituminous surface	15.63 miles
Class I bituminous concrete surfaces	43.48 miles
Bituminous road mix surfaces	0.12 miles
Total	69.10 miles

[7] Includes:

Type A surface	0.17 miles
Type B surface	1.64 miles
Total	1.81 miles

[8] Road oil.

[9] Includes 3 bridges and 1 culvert having a 20-foot span or over.

TABLE 63.—ROAD DISTRICT CONSTRUCTION APPROVED DURING 1969.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth		Bridges	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Adams	3.16	$ 49,032.72	4.13	$ 92,534.77				$ 2,298.00
Alexander			0.47				1	27,982.54
Bond	0.73	25,494.90	1.18	16,530.26				
Boone	11.86	67,092.20	2.58	25,393.70				
Brown			3.99	66,234.93				
Bureau	15.99	189,702.42	0.76	4,029.90				
Calhoun								
Carroll	3.56	26,913.32	3.02	50,786.94				1,468.08
Cass								
Champaign	2.06	6,342.85						
Christian	1.09	20,856.62			3.03	$ 12,903.58		
Clark			0.20	14,149.00			1	91,534.30
Clay								
Clinton								
Coles					0.99	1,366.85		
Cook								
Crawford	0.36	8,740.99						
Cumberland								
DeKalb	10.58	298,451.17	4.39	100,317.62			1	25,741.50
DeWitt			3.23	24,942.50				
Douglas								
DuPage	5.87	118,920.31						
Edgar	2.00	22,920.50	0.68	7,900.50			1	18,437.98
Edwards								
Effingham					3.00	13,153.50		
Fayette			11.41	59,356.04				
Ford	12.53	90,916.97	17.00	81,877.23				
Franklin								
Fulton	2.08	17,330.95	9.48	179,323.92			1	43,818.21
Gallatin			4.10	33,424.50				
Greene			5.22	49,539.10			1	24,476.50
Grundy	3.48	14,926.43	11.45	142,461.26				
Hamilton			1.90	102,237.82				2,183.44
Hancock	1.02	15,331.62	10.44	135,462.92				2,841.00
Hardin			0.49	14,192.70				
Henderson			1.06	6,833.20				
Henry			11.73	194,482.22	4.48	28,880.27		2,930.88
Iroquois	0.97	4,088.79	35.49	336,046.52				3,390.20
Jackson			1.35	16,271.68				
Jasper								
Jefferson					8.35	35,759.43		4,920.00
Jersey								
JoDaviess			1.00	8,715.58				
Johnson			1.68	15,526.70				
Kane	0.86	3,608.50	2.91	48,656.14			2	26,120.85
Kankakee	2.00	10,480.60	9.19	152,042.06				
Kendall								
Knox			13.90	111,975.20				
Lake	8.57	112,353.00						
LaSalle	35.55	168,590.25	31.91	396,792.83			1	8,909.37
Lawrence			2.37	18,652.75	2.22	9,122.50		25,220.00
Lee	7.59	75,783.62	15.52	152,284.31	2.71	16,497.92	3	77,500.40
Livingston	10.29	52,975.58	52.65	381,589.15			2	41,539.03
Logan	12.62	176,712.63	2.80	46,706.93			5	107,086.95
McDonough								
McHenry	12.72	90,293.81						
McLean	30.12	96,235.99	14.33	90,676.71			5	53,938.66
Macon			0.29				1	36,204.87
Macoupin			1.00	6,426.50	0.79	1,766.93		
Madison	0.90	62,692.44						
Marion								
Marshall	3.19	18,571.02	8.41	55,513.70			2	20,000.00
Mason								
Massac			1.44	19,995.45				
Menard	0.77	28,650.99			4.40	41,411.58		
Mercer			5.14	77,393.22	1.20	27,299.25	2	41,701.68
Monroe								
Montgomery			0.10		1.00	6,068.79		7,707.80
Morgan					3.84	30,837.15		
Moultrie								
Ogle	4.78	26,700.64	2.36	84,467.17				
Peoria			2.90	86,637.68				5,290.75
Perry			3.30	32,415.77	2.89	26,068.28		
Piatt							1	38,772.00
Pike			5.28	124,009.00			1	160,261.85
Pope								
Pulaski								
Putnam	5.74	26,213.06	6.78	54,207.65				

TABLE 63.—ROAD DISTRICT CONSTRUCTION APPROVED DURING 1969.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth		Bridges	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Randolph	......	......	......	......	......	......	......	......
Richland	......	......	2.93	$ 19,940.82	......	......	......	......
Rock Island	0.54	$ 5,923.64	6.73	93,125.81	......	......	......	......
Saline	......	......	2.21	20,946.31	......	......	......	......
Sangamon	......	......	......	......	1.07	$ 4,993.80	......	$ 74,036.75
Schuyler	......	......	......	......	......	......	......	......
Scott	0.33	......	......	......	......	......	......	73,249.60
Shelby	......	......	18.54	59,363.05	......	......	......	......
Stark	......	......	1.49	38,376.27	......	......	......	......
Stephenson	13.14	96,494.62	2.03	49,750.05	......	......	......	......
St. Clair	......	......	3.23	30,384.75	......	......	......	2,429.01
Tazewell	14.96	158,907.62	1.44	23,736.70	......	......	......	......
Union	......	......	3.42	31,213.06	......	......	1	54,473.30
Vermilion	2.46	49,344.10	11.31	113,964.64	......	......	1	14,963.00
Wabash	......	......	......	......	......	......	......	......
Warren	......	......	10.98	73,285.53	......	......	......	......
Washington	......	......	......	......	......	......	......	......
Wayne	......	......	6.28	26,132.20	4.02	21,019.63	......	......
White	......	......	1.52	10,488.45	3.06	10,589.66	......	......
Whiteside	3.37	66,869.00	4.69	67,397.52	......	......	3	121,732.10
Will	1.40	15,569.02	6.35	103,054.38	......	......	......	17,437.04
Williamson	2.72	103,037.75	......	......	......	......	......	......
Winnebago	7.83	53,982.61	6.87	74,581.71	2.00	2,000.00	......	1,558.50
Woodford	15.68	90,025.27	3.67	46,644.42	......	......	......	......
Total	275.47	$2,367,078.52	424.70	$4,601,405.13	49.05	$289,739.12	[3] 40	$[4] 1,262,156.14

The costs shown in the above table includes estimated cost for day labor improvements and contract prices for contract improvements. Costs shown in this table include only costs paid for with motor fuel tax funds.

[1] Only bridges and culverts having a 20-foot span or over are included in the number. The "Cost", however, includes small drainage structures and other incidental work built separately or with the bridge sections.

[2] Includes work done in conjunction with an adjoining municipality. Only road districts portion of the work is shown in this table.

[3] Includes 35 bridges and 5 culverts.

[4] Includes $23,789.86 for Railroad Crossing Protection.

TABLE 64.—ROAD DISTRICT CONSTRUCTION COMPLETED DURING 1969.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Adams		3.94		2
Alexander		0.47		1
Bond	0.73	0.21		1
Boone	11.85			
Brown		5.95		
Bureau	16.24	2.98		
Carroll	3.56	3.00		
Cass		0.41		1
Champaign	2.06			
Christian			1.50	1
Clark				1
Coles		0.53		
Crawford		1.32		
Cumberland		1.00		
DeKalb	7.39	2.03		1
DeWitt		0.97		
Douglas				1
DuPage	5.86			
Edgar		0.68		1
Edwards		1.29		
Effingham			3.00	
Fayette		2.03	2.01	
Ford	12.53	9.33	3.29	
Franklin		2.27		
Fulton	3.85			
Gallatin		3.83		
Greene		1.95		1
Grundy	3.48	10.35		
Hamilton		5.24		
Hancock		5.90		
Henderson	0.53	0.53		
Henry		9.33	4.48	
Iroquois	0.97			
Jackson		6.08		
Jersey		2.90		
JoDaviess		1.00		
Johnson		2.62		
Kane	0.83	0.66		2
Kankakee	2.00	7.21		
Kendall		4.75		
Knox		14.19		5
Lake	8.08			
LaSalle	31.51	24.44		1
Lawrence		1.35		1
Lee	8.49	12.62		6
Livingston	10.29	86.14		1
Logan	3.07	3.83		
McHenry	12.73			
McLean	30.08	16.84		6
Macoupin		1.00	0.80	
Marshall	2.01	5.52	1.26	4
Mason	2.72			
Massac	3.18	1.64		
Menard			8.20	
Montgomery			3.95	
Morgan			2.62	
Moultrie			5.94	
Ogle	4.78	2.36		
Peoria		5.29	1.20	
Piatt				2
Pike	1.67	6.13		
Pulaski		0.60		
Putnam	5.74	5.04		
Richland		6.79		
Rock Island		5.40		
Saline		7.93		
Sangamon			8.45	2
Scott		1.14		
Stark		1.50		
Stephenson	13.14	4.33		
Tazewell	8.90		1.59	
Union				1
Vermilion	2.70	11.51		1
Wabash		1.00		
Warren		9.36		
Wayne		1.48	0.75	
White			1.28	
Whiteside	2.39	4.51		5

TABLE 64.—ROAD DISTRICT CONSTRUCTION COMPLETED DURING 1969.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Will	1.55	7.61	2.01	1
Winnebago	8.57	4.87	...	...
Woodford	13.12	3.68	...	...
Total	[1] 246.60	[2] 400.27	[3] 52.33	[4] 50

The above table does not include miscellaneous improvements such as small drainage structures.

[1] Includes:

Class I	1.60 miles
Class B	30.42 miles
Class A	185.55 miles
Bituminous road mix	29.03 miles
Total	246.60 miles

[2] Includes:

Asphalt stabilized base	7.86 miles
Type A surface	5.08 miles
Type B surface	387.33 miles
Total	400.27 miles

[3] Includes:

Grading	4.71 miles
Oiled earth	43.07 miles
Road oil	4.55 miles
Total	52.33 miles

[4] Includes 46 bridges and 4 culverts having a 20-foot span or over.

TABLE 65.—COUNTY AND ROAD DISTRICT SPECIAL MAINTENANCE APPROVED AND COMPLETED DURING 1969.

County	County			Road District		
	Approved		Completed	Approved		Completed
	Miles	Cost	Miles	Miles	Cost	Miles
Boone	...	...	...	1.1400	$ 16,855.00	...
Carroll	4.6996	$ 84,897.00	4.70	...	...	...
Grundy	...	...	4.62	...	...	...
Henry	22.1576	228,049.14	17.90	...	...	...
Kankakee	...	...	14.63	...	...	...
Knox	...	...	3.47	...	...	...
LaSalle	...	...	6.59	...	...	...
Lawrence	...	...	...	0.5700	10,182.00	0.57
Madison	...	...	2.31	...	...	...
Marshall	3.1815	30,890.14	3.18	...	...	...
McLean	...	...	4.60	...	...	...
Ogle	2.5804	35,003.61	2.58	...	...	...
Peoria	11.9180	24,234.00	11.92	...	...	...
Piatt	5.2963	155,855.00	...	...	...	...
St. Clair	...	...	11.35	...	...	...
Stephenson	5.5760	97,828.00	5.56	...	...	...
Tazewell	...	...	3.00	...	...	...
Wabash	...	...	0.37	...	...	...
White	...	...	...	...	...	...
Williamson	3.9220	39,791.25	...	...	...	...
Totals	[1] 59.3314	$ 696,548.14	[2] 96.78	[3] 1.7100	$ 27,437.00	[4] 0.57

The entire cost of all special maintenance improvements shown in this table will be paid for with county and road district maintenance funds.

[1] Includes 9.2183 miles of Class I Bituminous Concrete Surface and 50.1131 miles of Class B Bituminous Concrete Surface.

[2] Includes 18.26 miles of Class I Bituminous Concrete Surface and 78.52 miles of Class B Bituminous Concrete Surface.

[3] Class B Bituminous Concrete Surface.

[4] Class B. Bituminous Concrete Surface.

TABLE 66.—MOTOR FUEL TAX FUNDS AVAILABLE

County	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Federal Aid Matching
Adams	$341,204.09	$401,983.62	$743,187.71	$92,028.80		$27,190.96
Alexander	22,603.12	69,643.76	92,246.88			
Bond	85,887.55	96,402.90	182,290.45	1,980.20		
Boone	17,921.15	130,471.89	148,393.04	68.34		4,438.33
Brown	19,014.03	44,732.67	63,746.70			
Bureau	288,653.08	256,043.19	544,696.27			
Calhoun	11,808.48	37,907.44	49,715.92			
Carroll	31,927.52	116,995.32	148,922.84			
Cass	23,268.44	102,041.77	125,310.21			
Champaign	586,048.88	650,340.39	1,236,389.27	463,924.54		267,536.51
Christian	160,884.86	239,849.91	400,734.77			
Clark	111,908.90	114,231.86	226,140.76			
Clay	136,114.56	105,575.15	241,689.71			
Clinton	67,655.26	172,234.92	239,890.18			—1,453.50
Coles	171,544.81	306,372.18	477,916.99	6,690.97		55,721.65
Cook	15,847,706.99	26,577,096.35	42,424,803.34	11,340,614.59		10,619.96
Crawford	63,332.76	143,558.41	206,891.17		$12,911.07	
Cumberland	56,760.72	60,951.08	117,711.80			
DeKalb	122,055.57	341,487.55	463,543.12	148,975.09		
DeWitt	95,804.69	123,102.49	218,907.18	2,462.19		23,807.12
Douglass	130,491.99	131,424.61	261,916.60			43,082.33
DuPage	188,707.36	1,776,411.30	1,965,118.66	851,847.23		32,048.29
Edgar	12,564.15	145,525.65	158,089.80			
Edwards	81,060.79	60,701.58	141,762.37	2,130.58		
Effingham	139,798.13	134,748.15	274,546.28			1,630.81
Fayette	210,634.35	133,943.24	344,577.59			
Ford	30,735.80	139,176.36	169,912.16			89,508.89
Franklin	371,853.92	192,309.75	564,163.67			
Fulton	123,866.87	259,180.10	383,046.97	18,282.91		
Gallatin	69,255.45	58,519.08	127,774.53			
Greene	46,921.75	110,131.94	157,053.69			
Grundy	107,086.85	155,197.73	262,284.58			
Hamilton	41,107.20	56,498.96	97,606.16			
Hancock	120,396.31	172,286.91	292,683.22	350.94		
Hardin	26,329.29	32,962.63	59,291.92			10,311.70
Henderson	11,506.71	55,722.82	67,229.53			
Henry	476,034.75	332,976.13	809,010.88		923.84	687.45
Iroquois	101,538.98	249,150.40	350,689.38			
Jackson	466,392.83	222,592.88	688,985.71			161,509.75
Jasper	6,982.05	72,954.11	79,936.16			
Jefferson	235,586.54	186,992.63	422,579.17			
Jersey	125,934.59	92,785.53	218,720.12			
JoDaviess	175,396.58	103,575.73	278,972.31	93,007.00		
Johnson	31,513.04	48,603.08	80,116.12			9,044.14
Kane	399,079.06	1,185,506.50	1,584,585.56	71,163.57		154,606.75
Kankakee	195,639.64	524,873.32	720,512.96	69,612.41		
Kendall	35,865.66	128,818.05	164,683.71	216,638.58		
Knox	209,677.38	357,477.24	567,154.62			
Lake	113,966.11	1,396,198.00	1,510,164.11	278,919.21	282,070.43	
LaSalle	60,872.44	710,053.48	770,925.92	54,517.23		
Lawrence	56,552.21	108,016.99	164,569.20	7,228.20		
Lee	80,341.90	221,702.60	302,044.50			
Livingston	277,558.64	295,888.99	573,447.63	72,321.31	26,759.82	35,859.82
Logan	166,101.81	198,482.59	364,584.40	83,575.91		
Macon	721,719.77	689,835.10	1,411,554.87	368,705.47		17,071.13
Macoupin	401,219.36	269,511.19	670,730.55	70,000.00		10,491.68
Madison	1,941,677.22	1,146,351.86	3,088,029.08	240,316.50		
Marion	85,237.13	240,790.84	326,027.97			
Marshall	51,583.48	92,823.75	144,407.23			
Mason	155,494.47	121,780.11	277,274.58			
Massac	136,741.14	95,552.17	232,293.31			
McDonough	158,012.26	177,873.78	335,886.04			
McHenry	527,973.93	581,806.76	1,109,780.69	98,520.85	88,000.00	36,665.25
McLean	641,750.15	542,154.12	1,183,904.27	70,812.62		7,963.02
Menard	11,875.92	74,237.44	86,113.36			
Mercer	44,659.94	111,521.88	156,181.82			
Monroe	120,681.89	96,320.83	217,002.72	74.28		
Montgomery	195,686.96	204,084.72	399,771.68			
Morgan	68,234.83	218,276.17	286,511.00			
Moultrie	192,188.84	86,231.98	278,420.82	109,341.93		
Ogle	104,881.73	262,679.78	367,561.51	20,063.06		
Peoria	646,367.16	1,008,555.20	1,654,922.36	241,243.38		11,148.64
Perry	187,664.09	121,270.38	308,934.47			
Piatt	57,299.63	108,711.05	166,010.68			5,524.62
Pike	39,186.34	138,365.12	177,551.46			
Pope	56,967.64	19,729.33	76,696.97			
Pulaski	47,443.10	36,493.07	83,936.17			
Putnam	59,007.82	39,942.67	98,950.49			
Randolph	230,562.95	169,887.31	400,450.26			
Richland	12,998.01	121,596.60	134,594.61			
Rock Island	1,048,470.90	972,637.33	2,021,108.23	387,858.16	37,641.69	67,516.85
Saline	116,612.63	148,005.95	264,618.58			
Sangamon	419,810.44	798,637.60	1,218,448.04	887.50	86,592.53	

LOCAL ROADS AND STREETS

& DISBURSED TO COUNTIES DURING 1969

for					**DIRECT ALLOTMENTS TO LOCAL AGENCIES	Total Disbursed During 1969	Balance on hand Dec. 31, 1969
Right-of-Way	Engineering	Obligation Retirement	Maintenance	Miscellaneous-(2)			
....	$37,760.47	....	$235,381.18	$6,500.00	$172,421.05	$571,282.46	$171,905.25
....	20,000.00	....	....	....	29,871.99	49,871.99	42,374.89
$104.22	10,000.00	....	64,000.00	10,800.00	41,349.68	128,234.10	54,056.35
....	....	$31,200.00	39,993.70	....	36,070.23	111,770.60	36,622.44
....	6,000.00	....	38,118.36	....	7,072.23	51,190.59	12,556.11
....	....	....	140,000.00	11,000.00	109,823.47	260,823.47	283,872.80
....	....	....	30,848.98	6,600.00	2,778.79	40,227.77	9,488.15
....	718.82	....	118,709.94	6,500.00	8,576.29	134,505.05	14,417.79
....	5,998.75	....	72,060.94	12,000.00	6,608.20	96,667.89	28,642.32
13,884.10	50,747.45	....	45,822.21	—1,067.47	278,947.62	1,119,794.96	116,594.31
....	15,000.00	....	124,790.57	27,326.55	102,877.76	269,994.88	130,739.89
....	....	....	200,000.00	....	8,373.72	208,373.72	17,767.04
8,209.39	1,790.61	....	81,583.42	7,500.00	45,283.88	144,367.30	97,322.41
....	....	....	139,431.58	13,000.00	67,686.92	218,665.00	21,225.18
10,540.52	42,522.93	....	—5,046.85	7,200.00	131,410.86	249,040.08	228,876.91
293,817.15	810,321.02	1,811,585.86	....	9,084,707.22	14,403,011.72	37,754,677.52	4,670,125.82
....	30,800.00	....	107,604.46	3,748.85	34,135.53	189,199.91	17,691.26
....	38,000.00	....	29,177.34	....	26,143.48	93,320.82	24,390.98
....	....	....	94,600.00	12,600.00	89,665.91	345,841.00	117,702.12
....	....	....	60,015.44	12,300.00	52,801.81	151,386.56	67,520.62
....	10,000.00	....	43,762.78	12,583.59	56,371.38	165,800.08	96,116.52
50,000.00	43,031.05	24,613.19	650,000.00	29,990.90	64,673.96	1,746,204.62	218,914.04
5,626.22	25,569.60	....	55,247.78	12,500.00	30,798.30	129,741.90	28,347.90
....	....	....	19,079.12	4,400.00	26,036.47	51,646.17	90,116.20
....	....	....	68,528.61	12,000.00	57,796.92	139,956.34	134,589.94
....	....	....	121,515.50	12,658.54	57,451.69	191,625.73	152,951.86
....	13,500.00	....	37,750.32	....	12,001.71	152,760.92	17,151.24
....	....	....	118,303.77	....	82,486.57	200,790.34	363,373.33
....	45,756.78	....	205,673.04	....	40,584.42	310,297.15	72,749.82
—24.25	—9,626.97	....	94,649.59	1,250.00	25,100.32	111,348.69	16,425.84
....	7,000.00	....	54,841.18	36,341.18	45,299.35	143,481.71	13,571.98
....	....	....	168,002.32	12,000.00	40,750.97	220,753.29	41,531.29
....	....	....	38,971.23	6,472.28	24,233.84	69,677.35	27,928.81
....	—79.01	....	116,944.07	....	73,898.27	191,114.27	101,568.95
....	2,000.00	....	10,580.00	7,800.00	14,138.51	44,830.21	14,461.71
....	....	....	41,083.07	....	10,505.50	51,588.57	15,640.96
6,941.33	9,200.00	....	294,955.81	16,500.00	142,821.97	472,030.40	336,980.48
....	....	....	195,000.00	15,000.00	65,420.54	275,420.54	75,268.84
....	58,160.97	....	95,242.74	8,000.00	95,475.78	418,389.24	270,596.47
....	....	....	48,174.70	....	11,283.82	59,458.52	20,477.64
....	....	....	151,250.00	....	80,205.93	231,455.93	191,123.24
....	....	....	64,915.73	14,000.00	39,798.08	118,713.81	100,006.31
....	....	....	50,000.00	11,000.00	44,426.29	198,433.29	80,539.02
1,913.76	4,400.00	....	24,249.32	9,665.98	16,792.86	66,066.06	14,050.06
62,637.00	12,726.83	....	571,515.24	44,106.40	395,507.96	1,312,263.75	272,321.81
....	23,377.41	....	506,867.40	....	38,475.62	638,332.84	82,180.12
—24,079.62	—43,750.00	....	....	....	....	148,808.96	15,874.75
....	2,946.29	....	248,648.70	15,000.00	153,331.14	419,926.13	147,228.49
....	—1,993.66	....	555,036.97	23,732.53	102,347.70	1,240,113.18	270,050.93
4,506.06	12,741.23	....	545,108.59	14,500.00	52,050.17	683,423.28	87,502.64
....	—7,228.20	....	76,963.84	15,000.00	28,362.50	120,326.34	44,242.86
....	....	....	102,000.00	....	95,093.91	197,093.91	104,950.59
....	—206.21	....	84,224.33	14,665.70	126,914.36	360,539.13	212,908.50
1,561.90	4,605.80	....	86,629.53	14,900.99	85,134.26	276,408.39	88,176.01
47,972.50	25,000.00	....	463,128.36	36,364.95	295,887.92	1,254,130.33	157,424.54
....	40,850.50	....	202,018.31	17,247.00	115,600.24	456,207.73	214,522.82
43,092.20	125,721.93	....	497,529.29	18,113.60	491,699.63	1,416,473.15	1,671,555.93
5,909.65	....	....	188,753.08	10,859.05	63,225.54	268,747.32	57,280.65
....	....	....	121,642.54	....	6,804.40	128,446.94	15,960.29
....	....	....	68,055.70	21,100.00	52,234.61	141,390.31	135,884.27
....	....	....	29,394.25	11,600.00	40,984.77	81,979.02	150,314.29
....	....	....	107,299.76	....	76,294.61	183,594.37	152,291.67
50,999.20	46,080.63	....	91,840.00	....	249,551.80	661,657.73	448,122.96
....	5,682.11	....	237,525.95	32,608.70	232,543.77	587,136.17	596,768.10
....	....	....	65,153.93	10,000.00	1,810.86	76,964.79	9,148.57
....	—235.49	....	90,846.28	3,887.77	29,282.80	123,781.36	32,400.46
....	775.35	....	75,901.38	12,000.00	41,314.47	130,065.48	86,937.24
10,182.47	....	....	244,767.08	....	87,537.15	342,486.70	57,284.98
591.01	1,000.00	....	184,367.09	16,184.98	23,099.53	225,242.61	61,268.39
2,970.83	1,000.00	....	17,877.33	10,000.00	36,987.10	178,177.19	100,243.63
....	380.40	....	186,079.57	18,333.33	68,973.01	293,829.37	73,732.14
6,885.00	37,430.34	....	522,112.63	17,400.00	409,903.53	1,246,123.52	408,798.84
....	....	....	97,371.94	8,351.21	52,015.97	157,739.12	151,195.35
....	8,000.00	....	58,580.81	11,517.92	46,628.95	130,252.30	35,758.38
....	14,000.00	....	75,796.18	11,400.00	37,517.28	138,713.46	38,838.00
....	....	....	11,177.37	7,200.00	8,462.40	26,839.77	49,857.20
....	7,500.00	....	12,200.24	7,800.00	15,652.81	43,153.05	40,783.12
....	10,000.00	....	30,000.00	4,233.89	17,132.44	61,366.33	37,584.16
....	7,930.00	....	119,926.00	12,957.78	72,869.00	213,682.78	186,767.48
....	....	....	92,253.89	4,800.00	13,009.52	110,063.41	24,531.20
....	109,075.98	....	12,000.00	24,000.00	417,189.03	1,055,281.71	965,826.52
....	14,350.00	....	117,709.77	9,600.00	63,483.54	205,143.31	59,475.27
19,595.66	17,812.76	....	475,000.00	40,118.14	228,518.07	868,524.66	349,923.38

TABLE 66.—MOTOR FUEL TAX FUNDS AVAILABLE

County	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Federal Aid Matching
Schuyler	19,635.06	60,073.35	79,708.41	....	....	....
Scott	42,689.79	58,645.64	101,335.43	....	....	....
Shelby	229,196.32	154,152.21	383,348.53	....	....	....
St. Clair	568,201.89	1,160,552.92	1,728,754.81	447,397.27	....	36,335.23
Stark	17,258.30	62,171.20	79,429.50	....	26,736.16	....
Stephenson	20,467.78	250,816.47	271,284.25	119,606.70	37,456.50	....
Tazewell	849,103.74	650,721.99	1,499,825.73	169,650.53	....	60,778.34
Union	47,912.48	97,494.06	145,406.54	....	....	....
Vermilion	966,035.70	531,563.41	1,497,599.11	325,618.18	....	215,013.53
Wabash	28,290.27	91,202.02	119,492.29	11,104.88	....	....
Warren	62,426.59	135,066.24	197,492.83	....	78,999.89	....
Washington	161,397.13	93,233.08	254,630.21	....	....	....
Wayne	119,130.60	137,581.15	256,711.75	....	....	....
White	64,673.39	145,963.12	210,636.51	....	....	....
Whiteside	131,120.19	368,378.60	499,498.79	29,374.11	—474.21	48,854.84
Will	827,374.66	1,114,866.81	1,942,241.47	682,024.40	....	11,403.64
Williamson	252,029.51	246,544.53	498,574.04	—2,068.75	....	49,802.46
Winnebago	736,010.65	1,166,183.28	1,902,193.93	479,978.24	125,623.00	....
Woodford	77,803.16	207,006.31	284,809.47	56,526.89	13,712.40	....
Total	$36,892,223.53	$55,570,292.39	$92,462,515.92	$17,803,376.00	$816,953.12	$1,504,720.19

1 Transferred from funds certified prior to 1969
2 County Superintendent's salary & expenses and County's Contribution to Illinois Municipal Retirement Fund

** Monthly allotments sent direct to local agencies in accordance with Section 424 of the Motor Fuel Tax Law for the months of July thru December.

TABLE 67.—MOTOR FUEL TAX FUNDS AVAILABLE & DISBURSED TO ROAD

County	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Adams	$750,581.20	$342,987.69	$1,093,568.89	$118,809.87	....	$3,581.74
Alexander	29,493.04	68,371.94	97,864.98	42,833.67	....	....
Bond	168,021.19	171,753.56	339,774.75	27,213.99	11,295.44	200.00
Boone	89,491.63	126,492.11	215,983.74	66,170.94	25,072.22	....
Brown	121,992.20	127,149.89	249,142.09	....	48,447.30	1,199.44
Bureau	293,630.31	346,538.67	640,168.98	199,047.88	9,001.24	....
Calhoun	18,919.61	75,893.27	94,812.88	....	....	....
Carroll	130,163.29	173,003.75	303,167.04	26,902.59	41,203.41	....
Cass	183,293.89	133,522.71	316,816.60	....	19,249.53	550.00
Champaign	183,389.37	521,662.32	705,051.69	....	6,343.05	....
Christian	486,831.77	385,916.01	872,747.78	17,684.62	16,043.67	....
Clark	160,435.18	261,676.36	422,111.54	21,534.30	14,149.00	....
Clay	99,690.42	236,509.27	336,199.69	....	....	....
Clinton	69,262.65	195,580.85	264,843.50	....	....	....
Coles	135,106.49	253,688.72	388,795.21	....	1,366.85	....
Cook	380,583.07	192,630.21	573,213.28	7,098.74	....	....
Crawfold	202,654.87	219,261.87	421,916.74	....	31,559.77	303.94
Cumberland	117,014.08	186,553.32	303,567.40	....	....	....
DeKalb	323,756.54	275,350.32	599,106.86	179,372.60	38,828.45	....
DeWitt	155,797.20	198,920.56	354,717.76	....	24,942.50	....
Douglas	92,750.80	215,658.48	308,409.28	....	....	....
DuPage	319,873.57	211,520.80	531,394.37	107,941.26	....	....
Edgar	67,644.40	304,258.07	371,902.47	25,920.12	45,323.24	....
Edwards	77,559.21	102,175.10	179,734.31	—12.50	710.33	....
Effingham	222,411.10	233,381.73	455,792.83	....	13,000.00	....
Fayette	422,769.67	376,541.02	799,310.69	....	50,791.12	....
Ford	70,282.09	242,193.34	312,475.43	....	144,290.53	....
Franklin	92,052.67	207,681.70	299,734.37	....	750.69	....
Fulton	515,746.35	314,234.83	829,981.18	219,386.22	7,959.63	1,910.00
Gallatin	154,752.41	111,954.42	266,706.83	....	—8,947.47	....
Greene	203,745.93	195,029.07	398,775.00	18,437.28	52,558.67	....
Grundy	123,745.21	175,314.96	299,060.17	26,087.22	83,766.88	....
Hamilton	25,326.32	231,906.76	257,233.08	....	14,100.32	....
Hancock	268,921.38	380,832.16	649,753.54	64,553.00	76,569.05	....
Hardin	49,246.38	49,034.13	98,280.51	15,107.18	....	....
Henderson	111,550.95	148,692.68	260,243.63	....	—2,582.87	....
Henry	423,586.94	357,294.12	780,881.06	144,837.77	86,630.35	....
Iroquois	377,529.18	502,003.39	879,532.57	175,237.91	85,526.97	....
Jackson	234,833.09	195,370.76	430,203.85	....	—2,286.18	....
Jasper	62,137.76	256,978.63	319,116.39	....	—641.08	....
Jefferson	184,016.11	294,507.58	478,523.69	....	11,920.00	....

& DISBURSED TO COUNTIES DURING 1969

for					**DIRECT ALLOTMENTS TO LOCAL AGENCIES	Total Disbursed During 1969	Balance on hand Dec. 31, 1969
Right-of-Way	Engineering	Obligation Retirement	Maintenance	Miscellaneous-(2)			
....	....	....	55,959.20	11,700.00	4,646.14	72,305.34	7,403.07
....	....	....	45,680.72	10,888.57	19,070.53	75,639.82	25,695.61
....	....	....	91,049.90	....	66,119.84	157,169.74	226,178.79
—134.96	27,091.80	....	440,813.73	....	400,983.13	1,352,486.20	376,268.61
—214.86	—440.04	....	45,686.65	....	....	71,767.91	7,661.59
....	1,182.92	....	63,822.54	18,306.50	....	240,375.16	30,909.09
....	....	....	180,000.00	32,800.00	279,111.30	722,340.17	777,485.56
5,452.07	....	....	35,000.00	13,919.20	41,817.70	96,188.97	49,217.57
29,278.15	82,456.26	....	....	11,700.00	228,001.15	892,067.27	605,531.84
....	11,454.06	....	19,892.26	9,700.00	29,980.87	82,132.07	37,360.22
....	—195.78	....	66,195.89	1,985.68	12,595.12	159,580.80	37,912.03
....	....	....	181,877.38	....	39,990.05	221,867.43	32,762.78
....	14,863.02	....	122,555.41	....	59,012.08	196,430.51	60,281.24
....	5,200.90	....	103,320.44	21,179.00	39,296.89	168,997.23	41,639.28
....	....	....	181,885.45	11,500.00	127,308.22	398,448.41	101,050.38
1,099.00	—9,277.92	....	328,872.27	15,058.77	478,194.90	1,507,375.06	434,866.41
....	1,682.47	....	156,234.40	24,567.22	105,749.26	335,967.06	162,606.98
32,602.50	74,152.72	....	326,456.35	16,500.00	500,205.84	1,555,518.65	346,675.28
....	7,942.28	....	104,460.54	8,687.50	49,587.22	240,916.83	43,892.64
$691,918.20	$1,970,259.16	$1,867,399.05	$14,208,878.41	$10,170,954.00	$23,668,367.20	$72,702,825.33	$19,759,690.59

DISTRICTS BY COUNTIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on hand Dec. 31, 1969
Engineering	Obligation Retirement	Maintenance	Treas. Fees	Miscellaneous-(2)			
$24,148.81	....	$185,836.19	....	....	$134,917.03	$467,293.64	$626,275.25
770.47	....	16,081.71	....	....	12,067.28	71,753.13	26,111.85
12,703.86	....	124,861.72	....	$220.96	54,653.10	231,149.07	108,625.68
5,164.00	....	27,951.15	....	....	27,140.86	151,499.17	64,484.57
1,187.26	....	77,638.17	....	....	42,071.19	170,543.36	78,598.73
11,021.48	....	38,763.08	....	....	138,597.24	396,430.92	243,738.06
2,252.21	....	74,918.11	....	....	3,147.46	80,317.78	14,495.10
10,358.77	....	119,261.59	....	....	32,218.44	229,944.80	73,222.24
6,026.34	....	65,595.90	....	....	47,044.02	138,465.79	178,350.81
12,119.69	....	356,745.26	....	....	116,033.10	491,241.10	213,810.59
7,180.08	....	294,330.94	....	....	123,707.82	458,947.13	413,800.65
7,322.74	$12,800.00	196,564.55	....	....	49,030.89	301,401.48	120,710.06
8,780.44	....	218,063.23	....	....	38,099.71	264,943.38	71,256.31
9,086.08	....	181,721.04	....	....	14,736.69	205,543.81	59,299.69
8,573.46	....	191,947.57	....	....	62,961.94	264,849.82	123,945.39
2,650.74	....	....	$97.95	....	82,658.95	92,506.38	480,706.90
8,573.07	....	216,553.01	....	2,408.05	43,718.78	303,116.62	118,800.12
6,817.48	....	136,442.83	....	....	53,929.42	197,189.73	106,377.67
15,770.78	....	30,953.42	....	....	88,714.66	353,639.91	245,466.95
7,814.60	....	154,052.93	....	....	57,666.72	244,476.75	110,241.01
—3,393.78	....	133,180.20	....	....	75,437.90	205,224.32	103,184.96
25,170.18	....	24,994.08	....	....	83,389.94	241,495.46	289,898.91
7,278.37	....	182,149.05	....	....	28,668.44	289,339.22	82,563.25
3,779.45	....	90,066.72	....	....	30,913.92	125,457.92	54,276.39
4,743.73	....	190,600.22	....	....	76,735.21	285,079.16	170,713.67
13,611.15	3,262.50	258,505.96	....	....	143,657.35	469,828.08	329,482.61
8,096.09	....	96,500.85	....	....	18,703.27	267,590.74	44,884.69
7,179.28	....	192,157.72	....	....	31,196.44	231,284.13	68,450.24
22,128.97	....	56,483.65	....	....	114,992.47	422,860.94	407,120.24
4,239.84	....	81,328.67	....	....	47,988.21	124,609.25	142,097.58
8,916.26	....	124,573.37	....	....	65,224.98	269,710.56	129,064.44
2,704.22	....	21,521.47	....	....	61,310.17	195,389.96	103,670.21
6,426.70	....	191,183.55	....	....	16,978.91	228,689.48	28,543.60
6,437.16	....	155,990.41	....	....	97,809.47	401,359.09	248,394.45
500.70	....	13,707.67	....	....	21,032.75	50,348.30	47,932.21
4,365.49	....	102,524.06	....	....	51,689.07	155,995.75	104,247.88
12,439.56	....	146,140.30	....	....	123,662.18	513,710.16	267,170.90
23,351.89	....	206,971.11	....	....	130,120.50	621,208.38	258,324.19
3,217.05	4,000.00	103,272.08	....	....	82,050.03	190,252.98	239,950.87
3,850.40	....	72,533.68	....	....	83,210.20	158,953.20	160,163.19
8,896.55	....	255,758.54	....	....	90,253.61	366,828.70	111,694.99

TABLE 67.—MOTOR FUEL TAX FUNDS AVAILABLE & DISBURSED TO ROAD

County	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Jersey	103,707.64	126,564.89	230,272.53			
JoDaviess	165,610.63	209,899.74	375,510.37	8,715.58		
Johnson	87,446.79	105,010.73	192,457.52		8,824.81	
Kane	172,551.04	174,073.71	346,624.75	41,936.00	27,455.68	608.00
Kankakee	283,922.21	301,132.61	585,054.82	103,977.94	19,124.36	
Kendall	115,359.53	129,915.95	245,275.48	4,715.48	12,666.21	
Knox	183,077.71	293,201.37	476,279.08	19,543.91	85,907.33	
Lake	112,880.25	187,823.30	300,703.55	82,857.02		
LaSalle	341,600.04	491,532.58	833,132.62	207,478.01	105,887.79	
Lawrence	157,433.61	174,504.86	331,938.47	52,952.36	2,027.77	132.00
Lee	245,785.86	307,421.37	553,207.23	195,175.68	59,934.62	
Livingston	464,527.99	547,905.62	1,012,433.61	70,647.78	246,172.17	
Logan	360,213.06	268,871.57	629,084.63	231,459.74	30,940.42	
Macon	118,739.00	281,264.48	400,003.48	24,806.64	—4,430.71	1,615.75
Macoupin	271,224.08	361,912.50	633,136.58		6,891.94	
Madison	318,823.18	294,204.11	613,027.29	62,692.44		
Marion	58,806.00	281,696.65	340,502.65			
Marshall	86,031.15	153,679.00	239,710.15	31,911.93	40,522.27	
Mason	377,181.42	217,234.55	594,415.97			
Massac	20,111.53	102,197.20	122,308.73		38,000.00	100.00
McDonough	189,247.35	279,995.97	469,243.32		—5,125.50	
McHenry	236,414.28	230,032.09	466,446.37	87,782.79		
McLean	174,203.86	505,041.38	679,245.24	120,711.01	50,974.82	
Menard	149,251.78	133,059.56	282,311.34		71,206.52	2,628.58
Mercer	267,289.57	246,284.75	513,574.32	80,718.43	38,435.74	
Monroe	59,755.36	138,421.68	198,177.04			
Montgomery	313,569.39	341,510.38	655,079.77		14,653.66	
Morgan	347,094.99	239,879.22	586,974.21		7,181.47	3,196.36
Moultrie	215,957.20	178,967.14	394,924.34		—1,162.99	
Ogle	343,252.42	305,320.91	648,573.33	92,632.19		
Peoria	390,075.79	217,190.12	607,265.91	63,972.08		5,390.00
Perry	166,757.50	163,845.47	330,602.97		39,463.15	
Piatt	244,827.60	217,712.66	462,540.26	39,050.50		
Pike	586,669.20	344,618.77	931,287.97	148,828.34		10,725.83
Pope	162,525.33	105,218.83	267,744.16		—12,735.91	
Pulaski	42,383.21	82,749.90	125,133.11			
Putnam	100,304.15	62,386.69	162,690.84	44,900.49	9,657.52	
Randolph	123,884.45	197,973.02	321,857.47		—5,710.72	
Richland	173,535.40	200,233.51	373,768.91	—408.62	6,365.72	
Rock Island	157,985.89	134,694.08	292,679.97		51,238.24	
Saline	242,943.96	181,196.51	424,140.47	—38.05	—5,609.57	
Sangamon	443,359.05	379,774.87	823,133.92	82,309.90		2,550.49
Schuyler	281,584.68	195,479.17	477,063.85	3,500.00		
Scott	361,990.00	96,233.64	458,223.64	73,249.60	300.22	1,540.34
Shelby	273,616.27	414,372.91	687,989.18		58,302.95	
Stark	84,536.95	121,810.97	206,347.92	32,065.00	5,999.07	
St. Clair	696,734.08	240,020.96	936,755.04		32,566.30	
Stephenson	155,537.93	272,948.92	428,486.85	117,395.57	—739.44	
Tazewell	263,262.35	272,699.47	535,961.82	186,913.02		
Union	173,560.01	130,800.43	304,360.44	54,108.13	18,852.40	639.84
Vermilion	290,830.56	425,707.25	716,537.81	187,390.77	697.79	500.00
Wabash	124,105.44	97,573.46	221,678.90	—277.96		
Warren	105,556.89	257,643.69	363,200.58		91,571.62	
Washington	318,054.72	219,208.42	537,263.14	—724.43	—833.32	
Wayne	420,014.58	374,793.72	794,808.30		17,189.89	
White	83,667.99	262,768.94	346,436.93		10,589.66	
Whiteside	324,412.53	266,207.51	590,620.04	168,218.36	4,136.45	
Will	652,611.28	386,931.08	1,039,542.36	29,226.55	72,920.18	
Williamson	429,139.41	196,403.87	625,543.28	103,037.75		
Winnebago	147,643.05	197,709.90	345,352.95	713.43	90,080.37	
Woodford	184,417.67	235,500.96	419,918.63	123,964.44	8,230.20	
Total	$22,748,186.36	$24,160,996.70	$46,909,183.06	$4,482,274.46	$2,295,563.76	$37,372.31

[1] Transferred from funds certified prior to 1969.
[2] District's contribution to Illinois Municipal Retirement Fund or Social Security.

** Monthly allotments sent direct to local agencies in accordance with Section 424 of the Motor Fuel Tax Law for the months of July thru December.

DISTRICTS BY COUNTIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on hand Dec. 31, 1969
Engineering	Obligation Retirement	Maintenance	Treas. Fees	Miscellaneous-(2)			
3,756.10	....	125,204.40	....	....	33,418.43	162,378.93	67,893.60
6,459.53	....	204,523.21	....	....	55,573.57	275,271.89	100,238.48
2,733.04	....	61,213.78	....	1,330.81	44,025.88	118,128.32	74,329.20
9,903.21	....	94,319.81	....	....	52,915.23	227,137.93	119,486.82
10,027.69	....	129,553.87	....	....	104,316.72	367,000.58	218,054.24
122.91	....	11,712.53	....	....	46,471.33	75,688.46	169,587.02
16,023.23	....	67,570.60	....	....	109,991.53	299,036.60	177,242.48
9,223.38	....	69,603.52	....	184.15	53,698.39	215,566.46	85,137.09
25,035.64	7,000.00	75,587.00	....	....	142,125.50	563,113.94	270,018.68
7,834.84	....	130,127.31	....	....	48,444.13	241,518.41	90,420.06
14,794.50	....	49,558.16	....	....	95,478.99	414,941.95	138,265.28
8,787.86	18,000.00	95,180.47	....	....	212,525.49	651,313.77	361,119.84
18,254.51	....	49,548.66	....	....	77,923.01	408,126.34	220,958.29
20,017.81	....	238,254.12	....	....	40,895.98	321,159.59	78,843.89
17,184.61	....	354,238.88	....	....	96,133.17	474,448.60	158,687.98
11,377.99	....	176,082.24	....	....	86,117.86	336,270.53	276,756.76
58.18	....	238,405.78	....	....	24,707.90	263,171.86	77,330.79
6,299.97	....	69,451.02	....	....	35,721.29	183,906.48	55,803.67
3,405.04	....	73,881.48	....	....	90,240.07	167,526.59	426,889.38
....	....	35,123.14	....	....	18,859.69	92,082.83	30,225.90
5,257.72	....	219,630.40	....	....	82,248.72	302,011.34	167,231.98
14,692.50	....	120,086.96	....	....	86,187.79	308,750.04	157,696.33
21,624.16	....	186,796.47	....	....	97,790.90	477,897.36	201,347.88
15,708.74	....	102,865.22	....	....	28,244.91	220,653.97	61,657.37
11,784.34	....	137,986.86	....	....	86,627.66	355,553.03	158,021.29
3,426.19	....	115,302.08	....	....	26,569.17	145,297.44	52,879.60
9,264.20	....	308,984.04	....	....	109,540.35	442,442.25	212,637.52
6,436.83	....	172,391.61	....	2,060.72	87,967.62	279,234.61	307,739.60
3,219.86	....	114,375.65	....	....	76,775.82	193,208.34	201,716.00
10,334.89	....	102,654.74	....	....	104,220.35	309,842.17	338,731.16
21,065.72	....	69,758.99	....	....	85,040.00	245,226.79	362,039.12
5,679.93	....	129,848.67	....	....	52,756.59	227,748.34	102,854.63
1,868.65	....	152,877.44	....	13.28	85,547.63	279,357.50	183,182.76
20,985.53	14,130.00	204,639.42	....	....	134,226.86	533,535.98	397,751.99
2,085.33	....	82,005.05	....	....	45,134.27	116,488.74	151,255.42
310.92	....	59,435.88	....	....	33,782.52	93,529.32	31,603.79
990.94	....	....	....	....	19,571.98	75,120.93	87,569.91
4,945.32	....	180,072.22	....	....	45,906.12	225,212.94	96,644.53
5,496.13	....	115,418.62	....	....	85,403.75	212,275.60	161,493.31
4,870.97	....	54,914.85	....	....	51,145.15	162,169.21	130,510.76
5,554.20	....	124,724.95	....	....	69,948.24	194,579.77	229,560.70
15,719.49	....	248,028.43	....	....	106,983.82	455,592.13	367,541.79
8,487.00	....	157,843.30	....	....	72,335.86	242,166.16	234,897.69
2,823.25	....	71,516.81	....	....	41,277.63	190,707.85	267,515.79
13,072.78	....	319,153.07	....	....	104,721.54	495,250.34	192,738.84
5,272.55	....	106,524.93	....	....	15,847.40	165,708.95	40,638.97
6,952.47	....	104,961.73	....	....	101,871.45	246,351.95	690,403.09
12,359.03	....	44,955.95	....	....	68,579.61	242,550.72	185,936.13
3,197.81	....	91,206.21	....	....	79,627.95	360,944.99	175,016.83
2,840.53	....	83,733.45	....	....	52,127.41	212,301.76	92,058.68
24,378.49	....	166,513.32	....	....	115,013.84	494,494.21	222,043.60
4,398.27	....	72,088.84	....	....	39,222.09	115,431.24	106,247.66
8,021.41	....	127,965.64	....	....	41,465.66	269,024.33	94,176.25
9,476.18	....	190,793.75	....	....	86,338.38	285,050.56	252,212.58
12,117.50	....	307,794.35	....	....	152,413.96	489,515.70	305,292.60
8,601.18	....	237,414.49	....	....	19,310.73	275,916.06	70,520.87
4,462.61	7,687.10	120,006.69	....	....	98,783.33	403,294.54	187,325.50
21,936.88	....	102,479.46	....	....	164,567.03	391,130.10	648,412.26
8,799.62	....	127,370.35	....	....	84,307.79	323,515.51	302,027.77
4,453.52	....	11,741.95	....	3,234.19	70,596.55	180,820.01	164,532.94
5,435.17	....	55,337.02	....	....	77,310.99	270,277.82	149,640.81
891,970.47	66,879.60	13,259,765.60	97.95	9,452.16	7,255,063.90	8,298,440.21	18,610,742.85

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

				Disbursed		
	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Contract Construction	Day Labor Construction	Right-of-Way
Abingdon	$55,542.80	$29,285.20	$84,828.00	$35,256.78		
Addieville	2,882.21	1,950.10	4,832.31			
Addison	94,320.91	170,798.07	265,118.98	41,435.58		
Adeline	2,651.94	1,097.45	3,749.39			
Albany	3,453.61	6,854.89	10,308.50			
Albers	2,479.00	4,778.16	7,257.16			
Albion	47,843.40	17,095.03	64,938.43			
Aledo	20,134.32	26,001.25	46,135.57			
Alexis	611.30	7,412.05	8,023.35	7,114.58		
Algonquin	14,253.40	27,211.18	41,464.58	10,145.76		
Alhambra	3,331.65	4,533.35	7,865.00			
Allendale	5,637.69	3,925.54	9,563.23			
Allenville	808.34	1,612.39	2,420.73			
Allerton	979.70	2,380.66	3,360.36			
Alma	597.88	3,022.24	3,620.12			
Alorton	27,660.07	27,706.55	55,366.62			
Alpha	9,015.14	5,377.52	14,392.66			
Alsey	3,091.62	2,093.62	5,185.24			
Alsip	46,653.77	74,086.77	120,740.54	41,402.15		
Altamont	1,152.97	13,979.92	15,132.89	343.08		
Alto Pass	2,711.27	2,726.76	5,438.03		$—.03	
Alton	744,362.63	369,876.74	1,114,239.37	52,347.47		$3,678.00
Altona	4,489.59	4,263.21	8,752.80			
Alvan	1,565.16	2,372.18	3,937.34	665.68		
Amboy	11,439.52	17,449.55	28,889.07			
Anchor	491.48	1,637.75	2,129.23			
Andalusia	6,254.34	6,491.89	12,746.23			
Andover	1,425.49	2,490.38	3,915.87			
Anna	35,954.64	36,131.65	72,086.29			
Annawan	2,132.36	5,917.82	8,050.18			
Antioch	44,387.61	23,451.79	67,839.40			
Apple River	9,105.51	4,026.85	13,132.36			
Arcola	18,373.06	19,188.60	37,561.66			
Arenzville	3,163.79	3,520.33	6,684.12			
Argenta	1,092.72	7,260.09	8,352.81			
Arlington	1,425.28	2,144.26	3,569.54			
Arlington Heights	307,937.62	445,626.58	753,564.20	197,489.71		105,000.00
Armington	2,645.79	2,760.53	5,406.32			
Aroma Park	9,607.08	6,280.81	15,887.89			
Arrowsmith	7,437.07	2,693.00	10,130.07			
Arthur	1,476.03	17,897.03	19,373.06	5,423.90		
Ashkum	6,152.56	5,073.59	11,226.15	2,487.97		
Ashland	4,936.15	8,982.27	13,918.42			
Ashley	11,853.73	5,588.60	17,442.33			
Ashmore	3,346.47	3,773.54	7,120.01			
Ashton	12,673.71	8,644.59	21,318.30			
Assumption	32,161.28	12,148.00	44,309.28			
Astoria	13,658.08	10,181.03	23,839.11			
Athens	2,983.22	8,737.44	11,720.66			
Atkinson	11,104.67	7,969.23	19,073.90			
Atlanta	11,919.28	13,237.02	25,156.30			
Atwood	7,916.57	10,620.01	18,536.58			
Auburn	1,699.52	20,606.86	22,306.38	1,032.49		
Augusta	1,537.46	7,724.41	9,261.87			
Aurora	232,490.32	564,929.18	797,419.50	18,715.98		
Ava	18,625.52	5,613.92	24,239.44			
Aviston	12,287.12	6,052.89	18,340.01			
Avon	3,802.30	8,408.21	12,210.51			
Baldwin	1,004.40	2,836.51	3,840.91			
Banner	2,057.03	2,085.18	4,142.21			
Bannockburn	9,468.91	7,835.64	17,304.55			
Bardolph	1,537.56	2,245.59	3,783.15			
Barrington	34,636.18	66,455.23	101,091.41	46,227.98		
Barrington Hills	47,438.62	23,637.53	71,076.15			
Barry	32,310.66	12,004.50	44,315.16			
Bartelso	5,128.23	3,123.53	8,251.76			
Bartlett	25,312.02	23,396.74	48,708.76	430.51		
Bartonville	74,790.30	71,106.73	145,897.03	22,632.20		
Basco	132.98	1,612.43	1,745.41			
Batavia	67,597.51	73,799.75	141,397.26			
Batchtown	2,249.92	2,093.60	4,343.52			
Bath	7,498.54	3,359.93	10,858.47			
Bay View Gardens	980.56	3,157.29	4,137.85			
Baylis	1,768.52	2,397.52	4,166.04			
Beardstown	78,016.82	53,133.80	—131,150.62	38,391.35		
Beaverville	4,795.73	3,630.04	8,425.77			
Beckemeyer	8,079.31	8,914.73	16,994.04			
Bedford Park	11,427.87	6,221.74	17,649.61			
Beecher	5,570.91	11,540.18	17,111.09			
Beecher City	314.70	3,815.78	4,130.48			
Belgium	5,317.07	4,170.34	9,487.41			
Belknap	1,733.14	1,713.71	3,446.85			
Belle Prairie City	645.68	692.24	1,337.92			

LOCAL ROADS AND STREETS

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscella-neous—(2)			
$4,884.05		$17,174.78			$12,541.80	$69,857.41	$14,970.59
					835.15	835.15	3,997.16
1,546.10	$16,992.50	47,811.90			73,146.61	180,932.69	84,186.29
					470.01	470.01	3,279.38
547.83	2,270.00	3,613.37			1,704.97	8,136.17	2,172.33
500.41		5,198.32			349.04	6,047.77	1,209.39
851.56		14,955.38			7,321.18	23,128.12	41,810.31
940.82		14,164.33			11,135.39	26,240.54	19,895.03
						7,114.58	908.77
943.90		10,656.02			12,411.63	34,157.31	7,307.27
520.24		4,932.99			975.14	6,428.37	1,436.63
		3,235.43			1,681.17	4,916.60	4,646.63
27.90		1,399.50			422.26	1,849.66	571.07
					1,019.55	1,019.55	2,340.81
		1,871.21	$37.42		1,294.32	3,202.95	417.17
1,489.44		27,151.68			11,865.71	40,506.83	14,859.79
644.47		8,925.90			2,073.29	11,643.66	2,749.00
484.01		4,444.54				4,928.55	256.69
7,341.50	17,425.00	912.00			31,728.68	98,809.33	21,931.21
753.77		8,525.80			1,079.97	10,702.62	4,430.27
240.03		4,757.02			106.69	5,103.71	334.32
11,762.54		90,824.56			158,404.80	317,017.37	797,222.00
469.64		4,509.48			1,825.78	6,804.90	1,947.90
310.00		854.40			894.59	2,724.67	1,212.67
2,044.81		774.71			7,473.01	10,292.53	18,596.54
					701.39	701.39	1,427.84
1,294.94	2,800.00				2,780.24	6,875.18	5,871.05
		1,866.92			775.87	2,642.79	1,273.08
	30,125.70				15,473.88	45,599.58	26,486.71
552.07		5,569.17			432.29	6,553.53	1,496.65
191.49		6,292.20			10,043.55	16,527.24	51,312.16
					1,724.56	1,724.56	11,407.80
1,193.21		17,347.57			8,217.77	26,758.55	10,803.11
					1,507.63	1,507.63	5,176.49
655.22		3,698.22			1,698.63	6,052.07	2,300.74
					918.31	918.31	2,651.23
5,349.55		48,387.79			190,845.71	547,072.76	206,491.44
					1,182.24	1,182.24	4,224.08
332.49		3,082.07			2,689.84	6,104.40	9,783.49
124.44		—124.44			1,153.31	1,153.31	8,976.76
			108.47		4,691.75	10,224.12	9,148.94
1,297.80		3,659.69			2,172.84	9,618.30	1,607.85
390.45		5,089.48			3,846.77	9,326.70	4,591.72
107.63		3,576.45			2,393.40	6,077.48	11,364.85
		1,193.41	23.87		1,616.08	2,833.36	4,286.65
					3,702.16	3,702.16	17,616.14
576.90		16,794.03			5,202.55	22,573.48	21,735.80
376.50		5,732.42			4,360.16	10,469.08	13,370.03
190.97		2,057.06			3,741.93	5,989.96	5,730.70
496.86		6,248.95			3,412.94	10,158.75	8,915.15
829.88		11,272.62			5,668.94	17,771.44	7,384.86
677.55		8,352.93			4,077.14	13,107.62	5,428.96
390.72		8,815.76			5,396.64	15,635.61	6,670.77
395.90		7,469.78			449.13	8,314.81	947.06
—87.61		247,720.41			242,909.59	509,258.37	288,161.13
		7,722.62			2,404.24	10,126.86	14,112.58
					2,592.23	2,592.23	15,747.78
414.51		7,597.76	80.12		1,453.53	9,545.92	2,664.59
		3,266.42			207.21	3,473.63	367.28
					893.01	893.01	3,249.20
60.38		9,221.74			4,718.07	14,000.19	3,304.36
169.00		3,037.36			164.03	3,370.39	412.76
5,503.10	6,065.10	734.35			20,374.09	78,904.62	22,186.79
1,050.51		25,111.75			10,123.10	36,285.36	34,790.79
615.55		15,100.89			5,141.09	20,857.53	23,457.63
208.81					1,337.69	1,546.50	6,705.26
43.05					11,276.05	11,749.61	36,959.15
4,146.84	30,639.12	19,250.74			30,452.43	107,121.33	38,775.70
		109.92			690.54	800.46	944.95
1,435.21		38,264.79			31,605.76	71,305.76	70,091.50
					896.61	896.61	3,446.91
325.50		5,500.15			1,438.95	7,264.60	3,593.87
					1,352.15	1,352.15	2,785.70
		2,312.89			627.88	2,940.77	1,225.27
3,777.56		6,993.32			22,755.27	71,917.50	59,233.12
627.36		4,867.16			1,075.58	6,570.10	1,855.67
318.61		4,743.75			3,817.85	8,880.21	8,113.83
					2,664.54	2,664.54	14,985.07
					4,942.24	4,942.24	12,168.85
		2,198.51			722.74	2,921.25	1,209.23
619.59		6,731.80	153.29		661.15	8,165.83	1,321.58
		799.85			733.92	1,533.77	1,913.08
		1,033.08			85.47	1,118.55	219.37

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Belle Rive	210.96	2,557.92	2,768.88			
Belleflower	4,348.52	3,283.93	7,632.45			
Belleville	233,323.79	343,419.57	576,743.36	154,254.95		
Bellevue	29,454.39	13,177.93	42,632.32			
Bellmont	5,146.48	2,701.44	7,847.92			
Bellwood	117,473.80	192,654.32	310,128.12	180,845.65		
Belvidere	114,099.79	110,159.35	224,259.14	101.40		
Bement	18,889.45	13,152.59	32,042.04			
Benld	11,048.76	15,600.77	26,649.53			
Bensenville	34,497.77	103,093.43	137,591.20	—890.86		
Benson	13,386.37	3,604.72	16,991,09			
Bently	83.16	751.33	834.49			
Benton	69,379.37	59,287.98	128,667.35	65,828.85		
Berkeley	16,624.99	53,403.95	70,028.94			
Berlin	1,599.38	1,663.07	3,262.45			
Berwyn	291,985.58	457,757.69	749,743.27	22,500.00		
Bethalto	51,259.29	50,322.65	101,581.94			
Bethany	11,329.78	9,438.12	20,767.90			
Biggsville	2,011.35	2,912.49	4,923.84			
Bingham	634.18	1,029.91	1,664.09			
Birds	527.63	1,983.85	2,511.48			
Bishop Hill	3,626.70	1,384.50	5,011.20			
Blandinsville	9,653.02	7,201.01	16,854.03			
Bloomingdale	1,412.67	17,128.75	18,541.42			
Bloomington	424,225.15	319,030.73	743,255.88	418,329.74		5,674.75
Blue Island	38,831.94	185,605.26	224,437.20	104,785.07		
Blue Mound	3,389.96	8,762.79	12,152.75			
Bluffs	3,628.87	6,576.30	10,205.17	4,579.26		
Bluford	2,218.88	3,275.48	5,494.36			
Bolinbrook	12,487.01	45,223.65	57,710.66	370.96		
Bone Gap	262.09	2,068.31	2,330.40			
Bonfield	1,962.33	1,502.65	3,464.98			
Bonnie		999.86	999.86			
Bourbonnais	29,146.19	28,162.43	57,308.62			
Bowen	743.79	4,719.05	5,462.84			
Braceville	6,702.31	4,710.64	11,412.95			
Bradford	3,811.55	7,234.77	11,046.32			
Bradley	45,298.62	85,263.96	130,562.58	6,229.75		
Braidwood	14,858.38	18,791.82	33,650.20			
Breese	25,093.86	23,721.97	48,815.83			
Bridgeport	21,061.75	19,078.87	40,140.62			
Bridgeview	456,488.58	93,481.90	549,970.48			
Brighton	6,814.87	14,283.82	21,098.69	3,600.00		
Brimfield	456.73	5,537.96	5,994.69			
Broadlands	6,123.11	2,904.03	9,027.14			
Broadview	72,004.42	81,363.78	153,368.20			
Broadwell	2,046.63	1,460.44	3,507.07			
Brocton	3,231.06	3,207.96	6,439.02			
Brookfield	41,258.80	172,570.82	213,829.62	4,659.25		
Brooklyn	28,718.73	16,225.49	44,944.22	—720.00		
Brookport	20,679.70	9,742.04	30,421.74			
Broughton	260.77	1,983.87	2,244.64			
Browning	10,625.23	2,532.58	13,157.81			
Browns	1,440.26	2,118.93	3,559.19			
Brownstown	1,563.16	5,563.27	7,126.43			
Brussels	1,276.43	1,696.84	2,973.27			
Bryant	1,124.07	2,920.92	4,044.99			
Buckingham	772.73	1,283.17	2,055.90			
Buckley	19,587.82	5,824.97	25,412.79			
Buckner	9,579.20	5,149.61	14,728.81			
Buda	4,064.12	6,179.52	10,243.64			
Buffalo	2,708.75	3,005.36	5,714.11			
Buffalo Grove	56,450.80	66,345.50	122,796.30	5,809.06		
Bulpitt	11,604.80	2,591.67	14,196.47			
Buncombe	690.72	1,688.40	2,379.12			
Bunker Hill	6,304.70	14,216.30	20,521.00			
Bureau Junction	1,748.44	3,385.21	5,133.65			
Burlington	1,889.47	3,039.13	4,928.60			
Burnham	75,686.17	30,298.26	105,984.43	35,804.75		
Burnt Prairie	241.30	996.12	1,237.42			
Burr Ridge	15,621.05	9,860.25	25,481.30			
Bush	4,515.45	3,874.87	8,390.32			
Bushnell	31,567.66	31,319.72	62,887.38			
Butler	921.75	2,102.06	3,023.81			
Byron	1,098.67	13,321.44	14,420.11			
Cabery	1,782.00	2,473.48	4,255.48			
Cahokia	94,130.31	155,501.20	249,631.51			
Cairo	45,725.50	78,915.59	124,641.09			
Calhoun	130.90	1,587.08	1,717.98			
Calumet City	100,912.05	249,181.81	350,093.86	65,210.50		
Calumet Park	72,697.48	84,732.12	157,429.60	74,220.61		
Camargo	1,060.19	2,329.98	3,390.17			
Cambria	2,303.84	4,795.05	7,098.89			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
....	....	15.74	....	....	1,095.45	1,111.19	1,657.69
50.10	....	....	....	....	1,406.40	1,456.50	6,175.95
34,330.92	....	154,642.02	....	....	118,449.80	461,677.69	115,065.67
136.33	....	3,235.40	....	....	5,643.63	9,015.36	33,616.96
....	....	780.52	....	....	1,156.93	1,937.45	5,910.47
15,533.58	6,385.06	28,094.00	....	....	18,217.11	249,075.40	61,052.72
800.00	....	44,356.60	....	....	47,177.26	92,435.26	131,823.88
868.12	....	20,162.73	....	....	5,632.78	26,663.63	5,378.41
891.86	....	12,091.86	....	....	5,690.70	18,674.42	7,975.11
6,380.74	....	6,825.45	....	....	44,151.18	56,466.51	81,124.69
378.07	....	7,133.50	....	....	1,543.77	9,055.34	7,935.75
47.54	....	652.46	....	....	42.37	742.37	92.12
6,400.76	24,000.00	19,650.83	....	552.99	4,330.91	120,764.34	7,903.01
387.89	....	7,990.35	....	....	22,870.98	31,249.22	38,779.72
....	....	2,183.76	....	....	435.54	2,619.30	643.15
15,576.93	....	191,174.74	....	....	298,855.01	528,106.68	221,636.59
2,126.09	....	53,705.98	....	....	21,551.36	77,383.43	24,198.51
385.81	....	9,946.42	....	....	4,042.00	14,374.23	6,393.67
....	....	....	....	....	1,247.32	1,247.32	3,676.52
....	....	1,280.88	....	....	75.23	1,356.11	307.98
88.00	....	778.12	17.32	....	613.90	1,497.34	1,014.14
....	....	1,535.37	....	....	592.93	2,128.30	2,882.90
706.88	....	10,116.20	....	....	2,349.78	13,172.86	3,681.17
2,158.74	....	7,807.92	....	....	3,146.61	13,113.27	5,428.15
—1,610.02	....	24,208.35	....	....	136,629.30	583,232.12	160,023.76
11,513.99	....	408.85	....	....	48,607.35	65,315.26	59,121.94
708.11	....	9,252.27	....	....	640.11	10,600.49	1,552.26
....	....	....	....	....	2,816.38	7,395.64	2,809.53
....	....	2,417.18	....	....	1,402.77	3,819.95	1,674.41
8,884.94	....	16,127.92	....	....	17,995.33	43,379.15	14,331.51
....	....	1,497.48	37.43	....	151.09	1,686.00	644.40
185.36	....	1,276.30	....	....	643.54	2,105.20	1,359.78
....	....	....	....	....	777.32	777.32	222.54
563.36	3,146.25	4,754.03	....	....	12,060.95	20,524.59	36,784.03
445.34	....	3,522.02	....	....	....	3,967.36	1,495.48
810.04	....	8,437.99	....	....	672.11	9,920.14	1,492.81
302.37	....	3,166.41	....	....	3,098.38	6,567.16	4,479.16
1,734.19	....	15,925.04	....	....	36,515.47	60,404.45	70,158.13
1,047.86	....	12,804.88	....	....	8,047.85	21,900.59	11,749.61
1,052.77	....	24,882.49	....	....	10,159.26	36,094.52	12,721.31
2,755.12	....	23,168.55	....	....	8,170.79	34,094.46	6,046.16
178,050.00	....	1,146.00	....	....	42,603.78	221,799.78	328,170.70
2,375.81	....	9,417.78	....	....	1,478.52	16,872.11	4,226.58
496.06	....	4,744.53	....	....	75.11	5,315.70	678.99
516.00	....	4,984.00	....	....	1,243.69	6,743.69	2,283.45
....	52,393.75	....	....	....	34,845.16	87,238.91	66,129.29
....	....	1,399.50	27.99	....	625.45	2,052.94	1,454.13
485.94	....	4,414.83	....	....	521.63	5,422.40	1,016.62
—2,671.90	—38.83	106,738.34	....	....	45,165.08	153,851.94	59,977.68
1,522.38	....	10,134.24	....	....	6,948.79	17,885.41	27,058.81
....	....	6,068.15	....	....	4,172.16	10,240.31	20,181.43
....	....	1,343.26	27.15	....	245.53	1,615.94	628.70
....	....	3,732.75	185.08	....	1,084.60	5,002.43	8,155.38
....	....	1,740.53	....	....	735.47	2,476.00	1,083.19
559.61	....	4,694.19	....	....	406.39	5,660.19	1,466.24
....	....	....	....	....	726.68	726.68	2,246.59
103.44	....	1,820.01	....	....	764.95	2,688.40	1,356.59
54.83	....	645.00	....	....	549.53	1,249.36	806.54
760.31	....	8,870.03	....	....	2,494.62	12,124.96	13,287.83
....	....	9,547.59	190.95	....	2,205.39	11,943.93	2,784.88
248.73	....	2,828.78	....	....	2,646.47	5,723.98	4,519.66
268.16	....	4,510.44	....	....	219.54	4,998.14	715.97
6,998.48	....	—2,311.52	....	....	28,413.37	38,909.39	83,886.91
....	....	1,384.89	27.70	....	1,109.92	2,522.51	11,673.96
....	....	871.03	....	....	644.98	1,516.01	863.11
708.44	....	17,808.27	....	....	261.29	18,778.00	1,743.00
429.60	....	3,371.80	....	....	259.46	4,060.86	1,072.79
....	....	....	....	....	1,301.55	1,301.55	3,627.05
3,963.68	....	10,360.00	....	....	12,975.65	63,104.08	42,880.35
....	....	863.00	....	....	72.76	935.76	301.66
1,734.55	....	17,720.80	....	....	2,582.26	22,037.61	3,443.69
....	....	3,642.38	72.85	....	1,659.47	5,374.70	3,015.62
13,444.97	....	12,363.40	....	....	13,413.10	39,221.47	23,665.91
....	....	1,671.33	....	....	550.50	2,221.83	801.98
245.25	....	....	....	....	5,705.08	5,950.33	8,469.78
....	....	....	....	....	1,059.31	1,059.31	3,196.17
18,700.55	....	61,463.81	....	....	66,595.53	146,759.89	102,871.62
3,849.08	....	52,477.25	....	....	33,796.68	90,123.01	34,518.08
121.81	....	1,401.59	....	....	....	1,523.40	194.58
7,933.31	73,984.91	83,683.25	....	....	46,004.72	276,816.69	73,277.17
11,653.80	....	....	....	....	36,287.69	122,162.10	35,267.50
210.81	....	2,319.19	....	....	170.21	2,700.21	689.96
....	....	3,042.94	60.86	....	1,543.87	4,647.67	2,451.22

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Cambridge	3,584.15	14,055.88	17,640.03			
Camden	80.77	979.27	1,060.04			
Camp Point	12,017.51	9,649.18	21,666.69			
Campbell Hill	3,480.44	2,220.22	5,700.66			
Campus	4,886.62	1,392.97	6,279.59			
Canton	36,138.64	115,832.32	151,970.96			
Cantrall	949.24	970.85	1,920.09			
Capron	13,949.25	5,537.92	19,487.17			
Carbon Cliff	14,709.98	10,704.44	25,414.42			
Carbon Hill	164.31	1,992.29	2,156.60			
Carbondale	283,152.61	173,195.58	456,348.19	2,563.44		
Carlinville	113,007.02	45,924.34	158,931.36			
Carlock	2,565.32	3,326.15	5,891.47			
Carlyle	22,504.96	26,955.22	49,460.18			
Carmi	77,131.36	51,935.05	129,066.41			
Carol Stream	61,504.81	21,223.13	82,727.94			
Carpentersville	40,719.69	187,138.48	227,858.17	7,303.05		
Carrier Mills	9,839.76	16,934.60	26,774.36	10,000.00		
Carrollton	37,450.61	21,594.59	59,045.20			
Carterville	51,173.08	22,312.13	73,485.21			
Carthage	2,315.00	28,069.58	30,384.58	26,943.07		
Cary	58,900.55	32,408.73	91,309.28	14,275.11		
Casey	33,563.36	24,397.31	57,960.67			
Caseyville	35,811.50	24,110.28	59,921.78			
Catlin	14,461.68	14,781.92	29,243.60	10,337.41		
Cave-in-Rock	15,993.83	4,178.76	20,172.59			
Cedar Point	3,286.86	2,600.13	5,886.99			
Cedarville	3,551.64	4,811.92	8,363.56			
Central City	5,922.92	12,004.48	17,927.40			
Centralia	104,147.83	132,353.31	236,501.14	87,121.00		2,160.35
Centreville	71,821.86	107,795.61	179,617.47	—1,585.48	—2,650.55	
Cerro Gordo	4,404.79	9,007.60	13,412.39			
Chadwick	8,888.01	5,082.06	13,970.07			
Champaign	140,357.02	475,111.04	615,468.06	93,678.76		
Chandlerville	5,090.75	6,061.36	11,152.11			
Channahon	4,445.07	9,471.90	13,916.97			
Chapin	3,005.38	4,026.82	7,032.20			
Charleston	186,063.99	114,903.72	300,967.71	3,427.41		
Chatham	25,731.67	17,078.14	42,809.81			
Chatsworth	2,813.78	11,227.83	14,041.61			
Chebanse	10,689.33	8,399.75	19,089.08			
Chenoa	1,403.00	15,583.88	16,986.88	5,250.86		
Cherry	12,082.19	4,229.43	16,311.62			
Cherry Valley	1,625.05	7,386.75	9,011.80			
Chester	51,570.80	44,742.44	96,313.24	77,881.50		
Chesterfield	4,588.01	2,363.78	6.951.79			
Chicago	5,262,294.29	29,972,425.00	35,234,719.29	8,185,485.64	1,035,458.64	407,775.80
Chicago Heights	225,452.53	329,895.54	555,348.07	13,517.35		55,000.00
Chicago Ridge	77,794.91	70,389.19	148,184.10			
Chillicothe	38,331.68	47,937.60	86,269.28	5,715.00		
Chrisman	7,977.33	10,307.64	18,284.97			
Christopher	15,277.75	24,093.41	39,371.16	8,493.95		
Cicero	193,422.44	583,593.78	777,016.22	15,467.89		
Cisco	1,348.27	3,359.92	4,708.19			
Cisne	428.18	5,191.81	5,619.99			
Cissna Park	559.08	6,778.90	7,337.98	6,151.78		
Claremont	155.26	1,882.54	2,037.80			
Clarendon Hills	85,174.16	49,681.07	134,855.23			
Clay City	11,091.17	9,657.60	20,748.77			
Clayton	14,545.67	6,534.09	21,079.76			
Clear Lake	1,264.70	1,848.77	3,113.47			
Cleveland	3,322.21	2,118.97	5,441.18			
Clifton	6,142.94	8,593.93	14,736.87			
Clinton	29,859.37	62,090.72	91,950.09	7,521.90		
Coal City	48,975.94	24,076.50	73,052.44	3,302.29		
Coal Valley	24,150.29	19,281.50	43,431.79			
Coalton	2,398.24	2,971.58	5,369.82			
Coatsburg	292.75	1,502.66	1,795.41			
Cobdex	29,815.45	7,749.73	37,565.18			
Coffeen	834.62	4,237.87	5,072.49			
Colchester	12,437.08	12,620.77	25,057.85			
Coleta	274.12	1,663.05	1,937.17			
Colfax	10,679.20	7,547.14	18,226.34	—90.11		
Collinsville	166,371.84	120,019.56	286,391.40	31,998.85		
Colona	30,228.23	10,290.77	40,519.00			
Colp	2,916.08	1,696.84	4,612.92			
Columbia	39,037.69	26,794.83	65,832.52		3,096.65	
Columbus	792.88	920.18	1,713.06			
Compton	7,160.29	3,089.77	10,250.06			
Concord	2,196.89	1,772.82	3,969.71			
Congerville	2,880.69	2,009.17	4,889.86	3,284.40		
Cooksville	2,660.01	1,865.68	4,525.69			
Cordova	16,938.21	4,237.90	21,176.11			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
	8,470.00	698.28			4,451.34	13,619.62	4,020.41
		414.07			256.46	670.53	389.51
664.16		8,478.14			4,132.39	13,274.69	8,392.00
		969.59			950.85	1,920.44	3,780.22
608.86		5,499.94				6,108.80	170.79
					49,606.78	49,606.78	102,364.18
		460.02			415.77	875.79	1,044.30
926.58		11,394.08			2,371.69	14,692.35	4,794.82
1,889.76		2,143.41			4,584.33	8,617.50	16,796.92
		571.36			566.77	1,138.13	1,018.47
53,339.88	40,000.00	32,584.75			74,173.39	202,661.46	253,686.73
3,901.68		20,465.41			19,667.74	44,034.83	114,896.53
		1,703.13			1,424.47	3,127.60	2,763.87
518.36		11,175.84			11,543.94	23,238.14	26,222.04
1,093.23		28,454.67			22,241.89	51,789.79	77,276.62
2,532.24		58,810.72			9,089.11	70,432.07	12,295.87
11,232.06		105,555.18			50,475.50	174,565.79	53,292.38
413.62		3,777.93			4,434.93	18,626.48	8,147.88
606.67		12,957.93			9,248.18	22,812.78	36,232.42
337.98		11,492.43			9,555.47	21,385.88	52,099.33
						26,943.07	3,441.51
6,288.32		8,895.87			13,879.48	43,338.78	47,970.50
		20,346.57			10,448.50	30,795.07	27,165.60
		10,825.19		57.55	10,325.55	21,208.29	38,713.49
3,318.67		8,829.35			2,073.75	24,559.18	4,684.42
		7,179.60			1,789.62	8,969.22	11,203.37
29.50		556.60			1,113.53	1,699.63	4,187.36
227.86		1,651.20			2,060.78	3,939.84	4,423.72
		6,649.64			5,141.08	11,790.72	6,136.68
8,247.48		44,507.38			56,521.78	198,557.99	37,943.15
3,622.63		80,246.56			44,879.24	124,512.40	55,105.07
404.65		8,006.20			2,147.01	10,557.86	2,854.53
395.62		6,442.99			2,176.47	9,015.08	4,954.99
33,000.00	163,621.93	31,380.30			143,956.92	465,637.91	149,830.15
170.07		2,522.38			2,595.86	5,288.31	5,863.80
966.50		8,866.53			1,478.34	11,311.37	2,605.60
					1,724.54	1,724.54	5,307.66
28,087.34		34,703.14			49,209.11	115,427.00	185,540.71
1,060.30		14,026.38			7,313.95	22,400.63	20,409.18
553.21		6,286.00			2,940.41	9,779.62	4,261.99
55.63		—55.63			3,597.29	3,597.29	15,491.79
2,332.45		5,100.00			1,138.38	13,821.69	3,165.19
850.80		12,209.19			1,811.31	14,971.30	1,340.32
					3,163.47	3,163.47	5,848.33
—155.13					4,407.85	82,134.22	14,179.02
					1,012.32	1,012.32	5,939.47
1,176,403.56		10,193,955.48			4,806,796.01	5,805,875.13	9,428,844.16
8,141.80	17,193.75	96,733.13			141,282.30	331,868.33	223,479.74
1,251.04		27,158.54			30,145.15	58,554.73	89,629.37
2,578.02	6,050.00	21,872.45			20,502.36	56,717.83	29,551.45
389.16		7,610.84			4,414.39	12,414.39	5,870.58
3,607.24	4,680.00	17,116.36	342.40		1,760.00	35,999.95	3,371.21
8,860.17		29,060.95			249,932.07	303,321.08	473,695.14
211.41		3,145.11			286.90	3,643.42	1,064.77
		4,541.53	90.84		351.07	4,983.44	636.55
278.01		12.63	64.43			6,506.85	831.13
161.00		1,609.85	36.14			1,806.99	230.81
749.27	19,650.00	17,263.26			21,276.59	58,939.12	75,916.11
878.83	4,350.00	8,437.48			2,529.19	16,195.50	4,553.27
604.89		13,593.05			2,798.32	16,996.26	4,083.50
		2,429.19			135.05	2,564.24	549.23
		3,111.90			907.48	4,019.38	1,421.80
774.77		7,222.70			2,346.19	10,343.66	4,393.21
13,792.44		28,305.27			16,260.66	65,880.27	26,069.82
6,311.55		50,468.58			5,340.10	65,422.52	7,629.92
3,385.70		5,929.17			8,257.57	17,572.44	25,859.35
		2,489.40			1,272.62	3,762.02	1,607.80
		868.16	17.36		393.53	1,279.05	516.36
143.24		3,394.36			3,318.93	6,856.53	30,708.65
		3,466.24			309.57	3,775.81	1,296.68
808.34		16,377.99			3,305.20	20,491.53	4,566.32
					712.22	712.22	1,224.95
892.18		9,154.00			3,232.16	13,188.23	5,038.11
9,506.78		111,265.92		1,446.05	51,400.04	205,617.64	80,773.76
2,538.40		29,483.25			4,407.17	36,428.82	4,090.18
1.07		87.13	1.76		726.68	816.64	3,796.28
1,039.67		12,218.11			11,475.26	27,829.69	38,002.83
		708.21	14.16		394.08	1,116.45	596.61
742.04		7,729.50			799.37	9,270.91	979.15
—44.23		2,303.28	45.18		759.22	3,063.45	906.26
—51.72		—230.38			860.46	3,862.76	1,027.10
		2,629.25			799.00	3,428.25	1,097.44
					1,814.94	1,814.94	19,361.17

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Cornell	842.22	4,423.58	5,265.80			
Cortland	2,942.86	3,891.75	6,834.61			
Coulterville	7,177.86	8,627.69	15,805.55			
Country Club Hills	32,427.30	49,284.25	81,711.55			
Countryside	46,289.32	22,168.64	68,457.96	10,534.00		
Cowden	3,527.27	4,854.13	8,381.40			
Crainville	4,197.91	3,554.09	7,752.00			
Creal Springs	7,307.34	6,618.49	13,925.83			
Crescent City	2,233.18	4,499.59	6,732.77			
Crest Hill	66,288.13	56,839.81	123,127.94	51.02		
Creston	8,372.50	3,832.66	12,205.16			
Crestwood	40,183.32	34,857.41	75,040.73			
Crete	22,956.74	36,131.65	59,088.39			
Creve Coeur	67,321.62	56,915.81	124,237.43			
Crossville	23,429.66	7,378.26	30,807.92			
Crystal Lake	158,078.71	107,103.05	265,181.76			
Cuba	9,158.61	11,649.93	20,808.54			
Cullom	20,091.00	4,685.31	25,666.31			
Cutler	10,088.14	3,756.66	13,844.80			
Cypress	2,523.94	2,228.69	4,752.63			
Dahlgren	6,403.49	4,052.14	10,455.63			
Dakota	9,216.28	3,064.43	12,280.71			
Dallas City	3,195.99	10,771.97	13,967.96			
Dalton City	957.90	3,258.58	4,216.48			
Dalzell	7,850.83	4,187.24	12,038.07			
Dana	5,521.23	2,026.08	7,547.31			
Danforth	2,633.05	3,326.13	5,959.18	—123.85		
Danvers	3,385.52	6,610.08	9,995.60	4,539.21		
Danville	141,652.76	358,420.98	500,073.74	153,672.02		
Davis	1,120.52	3,663.80	4,784.32			
Dawson	4,686.92	3,317.69	8,004.61			
Decatur	61,642.19	751,724.21	813,366.40	55,519.65		
Deer Creek	610.92	4,921.66	5,532.58			
Deer Park	27,726.00	4,018.36	31,744.36			
Deerfield	18,737.95	145,581.88	164,319.83	63,529.19		60.00
DeKalb	535,071.78	245,653.05	780,724.83	7,545.20		
DeLand	5,017.11	3,562.53	8,579.64			
Delavan	14 975.66	12,789.58	27,765.24			
DePue	5,881.90	16,208.62	22,090.52	13,340.45		
DesPlaines	141,081.43	485,092.80	626,174.23	286,717.71		
DeSoto	21,476.67	6,103.57	27,580.24			
Detroit	2,072.72	1,063.69	3,136.41			
DeWitt	2,230.85	2,068.28	4,299.13			
Diamond	2,150.80	2,110.48	4,261.28			
Dieterich	8,467.40	4,989.21	13,456.61			
Divernon	8,824.78	8,416.64	17,241.42			
Dix	882.72	1,528.01	2,410.73			
Dixmoor	61,926.77	25,967.51	87,894.28			
Dixon	23,317.98	165,167.26	188,485.24	32,175.65		
Dolton	106,573.24	206,676.46	313,249.70	48,530.83		
Dongola	23,105.61	6,390.57	29,496.18			
Donnellson	3,179.26	2,465.07	5,644.33			
Donovan	4,390.68	2,701.41	7,092.09	1,653.67		
Dorchester	1,081.90	1,359.17	2,441.07			
Dover	3,400.91	1,443.58	4,844.49		—1,515.09	
Dowell	8,388.87	3,824.21	12,213.08			
Downers Grove	395,207.14	219,052.38	614,259.52	307,780.09		
Downs	11,373.71	5,521.08	16,894.79			
DuBois	2,434.91	1,933.20	4,368.11			
Dunfermline	246.74	2,397.50	2,644.24			
Dunlap	7,929.96	4,761.29	12,691.25			
Dupo	44,718.93	24,794.07	69,513.00			
DuQuoin	120,274.68	55,362.50	175,637.18	118,496.84		
Durand	6,446.12	6,728.27	13,174.39			
Dwight	37,136.90	26,051.92	63,188.82			
Eagarville	1,728.87	1,257.84	2,986.71			
Earlville	30,562.15	11,987.61	42,549.76	203.58		
East Alton	66,200.43	64,412.29	130,612.72	30,617.76		
East Brooklyn	303.87	574.05	877.92			
East Carondelet	13,224.06	3,908.63	17,132.69			
East Chicago Heights	57,481.36	39,803.93	97,285.29			
East Dubuque	9,260.42	19,517.83	28,778.25			
East Dundee	3,718.64	18,749.64	22,468.28			
East Galesburg	4,061.24	5,571.69	9,632.93			
East Gillespie	2,310.98	1,755.93	4,066.91			
East Hazelcrest	15,533.78	12,299.98	27,833.76	16,278.39		
East Moline	14,620.31	177,273.01	191,893.32	10,458.63		32,600.00
East Peoria	39,323.97	149,200.17	188,524.14	24,178.20		
East St. Louis	805,014.71	689,810.72	1,494,825.43	562,162.31		
Easton	5,927.75	3,047.56	8,975.31			
Eddyville	667.75	1,055.25	1,723.00			
Edgewood	358.56	4,347.62	4,706.18			
Edinburg	4,501.56	8,467.30	12,968.86			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
349.67	...	2,423.84	55.47	...	1,034.97	3,863.95	1,401.85
...	...	5,377.45	...	...	908.09	6,285.54	549.07
...	...	6,353.44	128.35	...	3,694.93	10,176.72	5,628.83
1,328.71	...	55,398.23	...	...	11,106.80	67,833.74	13,877.81
1,559.00	...	...	...	...	9,494.02	21,587.02	46,870.94
193.30	...	3,303.45	142.73	...	2,078.86	5,718.34	2,663.06
...	...	4,996.73	99.93	...	930.76	6,027.42	1,724.58
487.91	...	7,194.88	...	...	2,834.46	10,517.25	3,408.58
...	...	...	...	...	1,927.01	1,927.01	4,805.76
6,278.88	...	36,342.57	...	...	24,342.43	67,014.90	56,113.04
851.81	...	9,833.75	...	...	305.02	10,990.58	1,214.58
1,959.31	...	30,698.40	...	...	14,866.27	47,523.98	27,516.75
1,241.72	...	17,631.94	...	...	15,473.88	34,347.54	24,740.85
22,568.68	...	39,650.92	...	...	24,374.98	86,594.58	37,642.85
601.01	...	8,438.17	...	...	3,159.84	12,199.02	18,608.90
...	...	18,751.19	...	...	45,167.10	63,918.29	201,263.47
575.28	...	6,824.47	...	...	4,989.24	12,388.99	8,419.55
780.47	...	8,347.92	...	...	2,006.55	11,134.94	14,531.37
...	...	9,852.15	197.04	...	1,608.85	11,658.04	2,186.76
...	...	1,438.78	...	...	954.46	2,393.24	2,359.39
...	...	...	...	...	1,735.39	1,735.39	8,720.24
781.12	...	8,136.63	...	...	1,312.38	10,230.13	2,050.58
720.08	...	8,194.17	...	...	1,640.05	10,554.30	3,413.66
67.95	...	1,510.00	...	...	972.74	2,550.69	1,665.79
536.17	...	5,970.62	...	...	1,793.24	8,300.03	3,738.04
406.54	...	3,046.20	...	...	867.70	4,320.44	3,226.87
485.85	...	4,063.40	...	...	479.73	4,905.13	1,054.05
—2.05	...	535.59	...	...	1,731.08	6,803.83	3,191.77
17,500.00	...	68,762.59	...	...	123,623.99	363,558.60	136,515.14
...	...	...	...	...	1,569.07	1,569.07	3,215.25
392.69	...	5,623.30	120.32	...	816.91	6,953.22	1,051.39
8,548.23	422,646.36	50,499.48	...	2,842.53	54,998.84	595,055.09	218,311.31
440.05	...	3,205.82	73.28	...	359.52	4,078.67	1,453.91
1,872.88	...	24,934.40	...	...	1,720.93	28,528.21	3,216.15
11,287.46	...	43,972.99	...	...	20,786.15	139,635.79	24,684.04
30,645.74	358,736.80	36,891.83	...	...	105,204.31	539,023.88	241,700.95
371.13	...	5,682.65	...	...	932.97	6,986.75	1,592.89
1,253.04	...	14,658.90	...	...	5,315.28	21,227.22	6,538.02
1,659.55	...	...	150.00	...	2,529.77	17,679.77	4,410.75
18,843.68	...	39,786.47	...	...	127,099.03	472,446.89	153,727.34
...	...	3,955.97	...	...	2,613.93	6,569.90	21,010.34
...	...	...	...	...	455.55	455.55	2,680.86
...	...	...	...	...	885.76	885.76	3,413.37
—1.62	1,280.00	1,631.92	...	...	552.70	3,463.00	798.28
...	...	...	...	...	2,136.70	2,136.70	11,319.91
327.99	...	4,722.27	...	...	3,604.54	8,654.80	8,586.62
...	...	...	...	...	654.40	654.40	1,756.33
...	17,425.00	...	...	...	11,120.93	28,545.93	59,348.35
11,011.13	...	—4,898.87	...	...	65,763.89	104,051.80	84,433.44
7,978.97	...	29,967.22	...	...	88,512.03	174,989.05	138,260.65
237.00	...	4,735.87	...	...	2,736.85	7,709.72	21,786.46
...	...	3,462.02	...	...	922.18	4,384.20	1,260.13
317.58	...	2,518.26	...	...	1,156.92	5,646.43	1,445.66
...	...	1,536.64	...	...	355.93	1,892.57	548.50
265.52	...	3.044.00	...	...	618.23	2 412.66	2.431.83
...	...	497.29	...	...	1,637.78	2,135.07	10.078.01
33,099.54	...	22,000.00	...	...	93,812.19	456,691.82	157,567.70
185.26	...	1,260.01	...	...	2,364.48	3,809.75	13,085.04
...	...	...	...	...	827.93	827.93	3,540.18
123.97	...	1,612.04	...	...	175.13	1,911.14	733.10
388.86	...	4,672.36	...	...	2,039.08	7,100.30	5,590.95
1,084.51	...	21,289.26	456.61	...	10,618.40	33,448.78	36,064.22
1,204.00	...	14,592.71	...	89.35	23,709.75	158,092.65	17,544.53
531.02	...	4,531.15	...	...	2,881.48	7,943.65	5,230.74
...	15,000.00	...	...	...	11,157.09	26,157.09	37,031.73
...	...	...	...	...	538.69	538.69	2,448.02
—8.13	...	—195.45	...	...	5,133.86	5,133.86	37,415.90
2,585.70	...	60,061.18	1,865.29	...	20,398.69	115,528.62	15,084.10
...	...	...	...	...	245.85	245.85	632.07
632.73	...	6,618.00	...	...	1,673.92	8,924.65	8,208.04
1,945.81	...	1,296.00	...	...	17,046.59	20,288.40	76,996.89
872.27	...	13,481.32	...	...	8,239.39	22,592.98	6,185.27
250.72	...	4,730.60	...	...	7,902.16	12,883.48	9,584.80
242.58	...	4,632.13	...	...	1,909.95	6,784.66	2,848.27
...	...	...	...	...	752.01	752.01	3,314.90
...	...	...	...	...	5,267.63	21,546.02	6,287.74
...	44,921.42	...	...	...	46,425.26	134,405.31	57,488.01
3,006.75	13,601.54	39,686.71	...	...	40,898.18	121,371.38	67,152.76
74,276.17	14,800.00	121,794.35	...	...	295,420.94	1,068,453.77	426,371.66
...	...	...	...	...	1,305.16	1,305.16	7,670.15
...	...	305.06	...	...	451.93	756.99	966.01
...	...	3,649.94	...	...	317.59	3,967.53	738.65
407.38	...	7,135.96	...	...	2,217.45	9,760.79	3,208.07

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Edwardsville	89,602.93	90,751.23	180,354.16	13,745.59	...	...
Effingham	33,538.88	72,237.98	105,776.86	...	...	...
Eileen	11,606.38	3,241.74	14,848.12	...	...	...
El Dara	1,330.85	827.31	2,158.16	...	...	...
El Paso	48,152.23	16,580.06	64,732.29	...	...	...
Elburn	21,811.86	8,104.26	29,916.12	...	...	...
Eldorado	33,359.93	30,163.19	63,523.12	...	...	...
Eldred	6,441.29	2,549.50	8,990.79	...	...	...
Elgin	38,033.49	431,132.48	469,165.97	...	...	...
Elizabeth	17,931.89	6,154.20	24,086.09	2,417.00	...	...
Elizabethtown	7,887.00	4,423.59	12,310.59	...	...	...
Elk Grove Village	123,182.50	150,738.87	273,921.37	...	...	...
Elkhart	3,385.33	3,528.73	6,914.06	...	...	...
Elkville	14,658.32	6,272.39	20,930.71	...	...	...
Elliott	2,865.20	2,895.61	5,760.81	...	...	...
Ellis Grove	5,600.05	1,840.35	7,440.40	...	...	...
Ellisville	156.24	1,181.87	1,338.11	...	...	...
Ellsworth	6,747.27	1,890.99	8,638.26	...	...	...
Elmhurst	372,992.45	391,783.67	764,776.12	45,635.96	43,508.09	...
Elmwood	18,061.39	15,887.79	33,949.18	...	...	...
Elmwood Park	165,920.03	201,476.21	367,396.24	164,118.60	...	...
Elsah	11,177.67	4,280.09	15,457.76	...	...	...
Elvaston	431.47	1,958.52	2,389.99	...	...	...
Elwood	1,527.17	6,297.74	7,824.91	...	1,784.79	...
Emden	4,668.18	4,237.87	8,906.05	...	...	...
Emmington	3,117.77	1,122.77	4,240.54	...	...	...
Energy	1,192.04	4,280.06	5,472.10	...	...	...
Enfield	550.72	6,677.63	7,228.35	...	...	...
Equality	6,671.17	5,613.91	12,285.08	...	...	...
Erie	26,411.63	10,256.99	36,668.62	19,121.10	...	...
Essex	1,468.94	2,769.00	4,237.94	...	...	...
Eureka	13,162.51	22,506.28	35,668.79	812.06	...	...
Evanston	1,136,129.26	669,305.17	1,805,434.43	418,632.46	...	...
Evansville	25,958.83	7,141.92	33,100.75	24,395.25	...	...
Evergreen Park	18,486.53	224,151.34	242,637.87	...	...	...
Ewing	1,614.74	2,110.50	3,725.24	...	...	...
Exeter	940.81	650.05	1,590.86	...	...	...
Fairbury	42,331.05	24,794.08	67,125.13	...	...	...
Fairfield	22,942.06	53,707.85	76,649.91	...	...	...
Fairmont City	8,741.46	22,692.00	31,433.46	...	...	...
Fairmount	1,285.67	6,120.44	7,406.11	1,032.98	...	...
Fairview	5,085.01	4,592.44	9,677.45	...	...	...
Farina	1,506.16	5,841.85	7,348.01	...	...	...
Farmer City	5,197.66	15,516.34	20,714.00	...	...	...
Farmersville	1,075.70	4,178.81	5,254.51	...	...	...
Farmington	31,500.95	23,899.23	55,400.18	...	...	...
Fayetteville	1,768.71	2,481.92	4,250.63	...	...	...
Ferris	1,809.28	1,755.95	3,565.23	...	...	...
Fidelity	1,731.93	1,055.22	2,787.15	...	...	...
Fieldon	3,751.56	2,017.65	5,769.21	...	...	...
Fillmore	425.43	3,039.12	3,464.55	...	...	...
Findlay	5,239.67	6,407.45	11,647.12	...	...	...
Fisher	14,186.97	11,227.82	25,414.79	...	...	...
Fithian	624.90	4,178.79	4,803.69	—64.18	...	...
Flanagan	2,440.50	7,099.69	9,540.19	...	...	...
Flat Rock	1,962.84	4,195.65	6,158.49	...	...	...
Flora	38,926.54	45,004.18	83,930.72	...	...	...
Florence	947.52	835.77	1,783.29	...	...	...
Flossmoor	55,472.57	49,984.93	105,457.50	...	...	...
Foosland	282.66	1,266.32	1,548.98	...	...	...
Forest City	5,677.29	2,102.03	7,779.32	...	...	...
Forest Park	10,364.21	125,667.26	136,031.47	75,556.53	...	...
Forest View	15,335.38	8,796.52	24,131.90	1,100.00	...	...
Forrest	35,080.58	10,299.23	45,379.81	...	...	...
Forreston	802.77	9,733.59	10,536.36	...	...	...
Forsyth	4,359.93	3,579.39	7,939.32	...	...	...
Fox Lake	39,349.76	36,604.42	75,954.18	...	...	...
Fox River Grove	7,095.92	15,752.73	22,848.65	1,403.25	...	...
Fox River Valley Gardens	...	2,055.49	2,055.49	...	...	...
Frankfort	7,283.68	13,879.54	21,163.22	...	...	...
Franklin	4,819.96	4,221.00	9,040.96	...	...	...
Franklin Grove	30,893.79	6,525.62	37,419.41	...	...	...
Franklin Park	43,339.76	172,680.61	216,020.37	...	...	...
Freeburg	22,109.79	18,496.38	40,606.17	...	...	...
Freemanspur	5,855.60	3,427.46	9,283.06	...	...	...
Freeport	110,414.49	224,792.94	335,207.43	102,651.69	...	340.00
Fulton	103,110.45	28,592.95	131,703.40	...	...	...
Fults	618.28	759.77	1,378.05	...	...	...
Galatia	2,642.86	7,006.87	9,649.73	...	...	...
Galena	11,089.80	37,229.09	48,318.89	—880.05	...	...
Galesburg	131,569.41	314,404.49	445,973.90	195,371.52	...	4,536.00
Galva	18,805.41	25,832.47	44,637.88	2,122.15	...	...
Gardner	2,589.69	8,788.09	11,377.78	—129.90	...	...

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
8,170.66	....	43,116.71	....	....	38,865.48	103,898.44	76,455.72
9,270.46	....	17,595.24	....	....	30,936.90	57,802.60	47,974.26
381.75	....	7,202.87	....	....	1,388.32	8,972.94	5,875.18
....	....	974.26	....	....	354.31	1,328.57	829.59
5,569.89	....	57,129.58	....	....	....	62,699.47	2,032.82
138.55	....	2,238.10	....	....	3,470.77	5,847.42	24,068.70
1,311.86	....	13,363.14	....	....	12,917.80	27,592.80	35,930.32
....	....	....	....	....	1,091.86	1,091.86	7,898.93
9,041.48	151,290.00	246,720.19	....	....	5,466.66	412,518.33	56,647.64
....	....	....	....	....	2,635.62	5,052.62	19,033.47
....	....	....	....	....	1,894.47	1,894.47	10,416.12
....	....	....	....	....	65,942.02	65,942.02	207,979.35
37.50	....	158.35	....	....	1,511.23	1,707.08	5,206.98
....	....	3,463.89	....	....	2,686.23	6,150.12	14,780.59
....	....	....	....	....	1,240.08	1,240.08	4,520.73
....	....	....	....	....	788.16	788.16	6,652.24
45.42	....	753.18	15.97	....	149.00	963.57	374.54
....	....	....	....	....	809.84	809.84	7,828.42
2,700.00	12,442.02	231,261.47	....	....	167,786.74	503,334.28	261,441.84
293.91	11,594.12	4,908.16	....	....	6,804.17	23,600.36	10,348.82
13,914.34	57,075.00	34,928.76	....	....	33,511.15	303,547.85	63,848.39
.01	....	—.01	....	....	1,833.01	1,833.01	13,624.75
215.99	....	1,666.75	....	....	143.07	2,025.81	364.18
197.42	....	1,711.02	....	....	2,135.92	5,829.15	1,995.76
348.47	....	6,952.16	....	....	309.57	7,610.20	1,295.85
....	....	....	....	....	480.84	480.84	3,759.70
250.00	....	3,279.02	....	....	586.72	4,115.74	1,356.36
597.73	....	5,334.32	119.83	....	357.75	6,409.63	818.72
....	....	3,138.98	....	....	2,404.24	5,543.22	6,741.86
723.44	....	6,292.47	....	....	4,392.70	30,529.71	6,138.91
372.66	....	3,092.10	....	....	202.27	3,667.03	570.91
722.19	....	15,372.44	....	....	7,256.89	24,163.58	11,505.21
22,541.59	....	145,174.00	....	....	286,639.14	872,987.19	932,447.24
4,900.00	....	—295.25	....	....	1,837.46	30,837.46	2,263.29
....	24,049.13	....	....	....	95,995.89	120,045.02	122,592.85
....	....	2,479.22	....	....	552.70	3,031.92	693.32
....	....	....	....	....	278.39	278.39	1,312.47
346.00	....	6,545.00	....	....	10,618.41	17,509.41	49,615.72
1,462.11	....	18,023.49	....	....	23,001.13	42,486.73	34,163.18
7,744.00	....	18,839.51	....	....	2,067.77	28,651.28	2,782.18
672.61	....	872.75	....	....	1,699.01	4,277.35	3,128.76
248.24	....	2,327.06	25.75	....	1,966.78	4,567.83	5,109.62
....	....	5,381.57	....	....	426.74	5,808.31	1,539.70
887.57	....	12,123.10	....	....	2,786.16	15,796.83	4,917.17
....	....	3,967.95	....	....	305.26	4,273.21	981.30
34.51	12,000.00	—34.51	....	....	10,235.17	22,235.17	33,165.01
....	....	3,354.20	....	....	181.30	3,535.50	715.13
271.90	....	2,565.00	....	....	171.87	3,008.77	556.46
133.99	....	1,249.48	....	....	451.93	1,835.40	951.75
47.36	....	1,183.90	....	....	864.08	2,095.34	3,673.87
....	....	597.47	11.95	....	1,301.54	1,910.96	1,553.59
86.94	....	5,317.21	....	....	2,744.08	8,148.23	3,498.89
1,154.00	....	13,089.84	....	....	4,808.46	19,052.30	6,362.49
109.99	....	611.20	....	....	1,789.64	2,446.65	2,357.04
286.97	5,525.00	—286.97	....	....	3,040.53	8,565.53	974.66
100.75	....	867.10	....	....	1,796.85	2,764.70	3,393.79
1,227.35	....	14,847.70	....	....	19,273.66	35,348.71	48,582.01
....	....	1,405.00	....	....	113.44	1,518.44	264.85
608.54	....	656.82	....	....	21,406.74	22,672.10	82,785.40
.26	....	3.02	....	....	542.32	545.60	1,003.38
....	....	1,934.50	....	....	900.22	2,834.72	4,944.60
9,126.96	....	25,875.72	....	....	9,179.84	119,739.05	16,292.42
1,978.23	....	....	....	....	3,767.22	6,845.45	17,286.45
1,006.66	....	13,698.20	....	....	4,410.79	19,115.65	26,264.16
....	....	1,338.37	....	....	4,168.54	5,506.91	5,029.45
559.45	....	6,047.58	....	....	261.47	6,868.50	1,070.82
2,096.65	....	39,016.03	....	....	15,676.34	56,789.02	19,165.16
1,354.34	....	9,354.29	....	....	6,746.34	18,858.22	3,990.43
....	....	....	....	....	1,598.00	1,598.00	457.49
708.61	....	6,522.16	....	....	5,887.95	13,118.72	8,044.50
....	....	....	....	....	1,807.71	1,807.71	7,233.25
323.38	....	—120.27	....	....	2,794.69	2,997.80	34,421.61
....	....	....	....	....	73,952.85	73,952.85	142,067.52
378.83	....	6,482.58	....	....	7,921.32	14,782.73	25,823.44
....	....	5,150.37	....	....	1,467.86	6,618.23	2,664.83
4,628.48	....	6,890.30	....	....	96,270.67	210,781.14	124,426.29
243.68	....	1,944.98	....	....	12,245.32	14,433.98	117,269.42
....	....	....	....	....	325.38	325.38	1,052.67
....	....	3,067.03	....	....	3,000.79	6,067.82	3,581.91
3,461.69	....	20,406.54	....	....	15,943.87	38,932.05	9,386.84
7,745.23	19,585.80	60,265.41	....	....	58,834.23	346,338.19	99,635.71
2,311.04	9,930.15	....	....	....	11,063.10	25,426.44	19,211.44
759.05	....	5,870.85	....	....	2,092.80	8,592.80	2,784.98

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Garrett	3,682.23	2,102.05	5,784.28	....	....	....
Gays	604.61	2,220.25	2,824.86	....	....	....
Geneseo	42,640.00	48,634.25	91,274.25	1,656.90	....	....
Geneva	109,137.08	72,373.02	181,510.10	....	....	....
Genoa	13,170.93	24,160.94	37,331.87	....	....	....
Georgetown	3,768.19	29,918.38	33,686.57	....	....	....
German Valley	10,992.49	1,891.01	12,883.50	....	....	....
Germantown	5,483.94	8,298.44	13,782.38	....	....	....
Germantown Hills	5,423.39	2,000.74	7,424.13	7,178.83	....	....
Gibson	14,038.60	29,150.15	43,188.75	8,097.19	....	....
Gifford	1,348.63	5,765.88	7,114.51	....	....	....
Gilberts	8,264.47	2,009.18	10,273.65	....	....	....
Gillespie	12,572.02	30,129.41	42,701.43	....	....	....
Gilman	3,340.30	14,385.14	17,725.44	865.50	....	....
Girard	22,719.67	14,638.38	37,358.05	....	....	....
Gladstone	1,633.10	3,005.35	4,638.45	....	....	....
Glasford	4,281.39	8,543.27	12,824.66	....	....	....
Glasgow	903.28	1,401.37	2,304.65	....	....	....
Glen Carbon	16,698.66	10,476.49	27,175.15	....	....	....
Glen Ellyn	161,732.15	173,085.85	334,818.00	63,546.36	....	....
Glencoe	43,642.40	88,404.39	132,046.79	19,897.00	....	....
Glendale Heights	16,981.50	62,630.97	79,612.47	....	....	....
Glenview	105,869.15	198,563.73	304,432.88	13,598.75	....	....
Glenwood	53,402.74	41,315.02	94,717.76	....	....	....
Godley	1,551.48	818.90	2,370.38	....	....	....
Golconda	13,262.11	7,293.85	20,555.96	....	....	....
Golden	5,299.87	4,145.01	9,444.88	....	....	....
Golden Gate	2,260.54	1,316.94	3,577.48	....	....	....
Golf	1,455.04	3,452.78	4,907.82	....	....	....
Good Hope	2,335.61	3,326.13	5,661.74	....	....	....
Goodfield	4,436.38	2,414.42	6,850.80	....	....	....
Goreville	2,954.92	5,276.23	8,231.15	....	....	....
Gorham	4,731.97	3,191.07	7,923.04	....	....	....
Grafton	28,884.53	9,151.10	38,035.63	....	....	....
Grand Ridge	6,662.47	5,563.27	12,225.74	....	....	....
Grand Tower	11,226.16	7,150.34	18,376.50	....	....	....
Grandview	19,352.83	18,690.56	38,043.39	....	....	....
Granite City	275,502.53	338,295.27	613,797.80	184,419.57	....	....
Grant Park	3,727.30	6,390.58	10,117.88	....	....	....
Grantfork	3,893.24	1,131.23	5,024.47	—16,085.76	....	....
Granville	2,034.94	8,847.19	10,882.13	....	....	....
Grays Lake	6,765.48	36,697.26	43,462.74	26,352.96	....	....
Grayville	39,283.11	19,247.71	58,530.82	....	....	....
Green Oaks	3,078.95	3,908.64	6,987.59	....	....	....
Green Rock	24,447.28	24,084.95	48,532.23	....	....	....
Green Valley	9,132.46	4,659.98	13,792.44	....	....	....
Greenfield	11,172.60	8,982.26	20,154.86	....	....	....
Greenup	15,079.56	12,468.79	27,548.35	....	....	....
Greenview	554.21	6,719.81	7,274.02	....	....	....
Greenville	26,228.88	40,572.14	66,801.02	....	....	....
Gridley	8,522.55	7,504.91	16,027.46	4,081.21	....	....
Griggsville	1,707.26	10,468.07	12,175.33	....	....	....
Gulf Port	1,357.17	1,806.57	3,163.74	....	....	....
Gurnee	1,624.84	18,293.76	19,918.60	....	....	....
Hainesville	3,826.32	1,114.36	4,940.68	....	....	....
Hamburg	2,390.80	2,228.66	4,619.46	....	....	....
Hamel	11,563.13	3,056.00	14,619.13	....	....	....
Hamilton	15,847.69	21,240.02	37,087.71	....	....	....
Hamletsburg	2,018.36	903.30	2,921.66	....	....	....
Hammond	1,878.97	3,976.15	5,855.12	....	....	....
Hampshire	16,330.94	11,050.56	27,381.50	....	....	....
Hampton	9,695.20	8,374.44	18,069.64	....	....	....
Hanaford	1,078.29	2,439.72	3,518.01	....	....	....
Hanna City	2,478.84	8,914.74	11,393.58	....	....	....
Hanover	41,192.59	11,785.00	52,977.59	44,248.40	....	....
Hanover Park	49,645.69	83,059.34	132,705.03	....	....	....
Hardin	5,955.75	8,779.64	14,735.39	....	....	....
Harmon	2,598.07	1,806.58	4,404.65	....	....	....
Harrisburg	30,576.10	79,143.55	109,719.65	61,824.12	....	....
Harristown	....	7,051.93	7,051.93	....	....	....
Hartford	16,155.53	19,880.83	36,036.36	3,190.79	....	....
Hartsburg	3,263.15	2,532.61	5,795.76	....	....	....
Harvard	14,609.24	42,574.17	57,183.41	28,150.72	....	....
Harvel	1,487.19	2,405.96	3,893.15	....	....	....
Harvey	104,807.90	280,526.86	385,334.76	99,495.27	....	....
Harwood Heights	39,470.54	74,356.94	113,827.48	4,598.72	....	....
Havana	95,233.40	36,832.36	132,065.76	....	....	....
Hawthorn Woods	1,779.12	6,666.58	8,445.70	....	....	....
Hazel Crest	6,201.40	79,072.75	85,274.15	1,240.36	....	....
Hebron	15,621.73	5,917.83	21,539.56	....	....	....
Hecker	2,239.81	2,642.35	4,882.16	....	....	....
Henderson	2,531.24	1,789.68	4,320.92	....	....	....

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
297.25	....	1,767.00	....	....	900.23	2,964.48	2,819.80
49.27	....	985.50	....	....	655.11	1,689.88	1,134.98
8,209.87	....	....	....	....	20,828.30	30,695.07	60,579.18
....	....	....	....	....	30,994.74	30,994.74	150,515.36
6,082.15	7,825.45	2,581.74	....	....	10,347.26	26,836.60	10,495.27
211.18	....	3,038.95	....	....	12,812.95	16,063.08	17,623.49
....	....	....	....	....	809.85	809.85	12,073.65
....	....	....	....	....	3,553.92	3,553.92	10,228.46
....	....	....	....	....	....	7,178.83	245.30
1,070.03	....	18,823.92	....	....	5,959.84	33,950.98	9,237.77
169.62	....	4,984.85	....	....	421.19	5,575.66	1,538.85
....	....	....	....	....	860.47	860.47	9,413.18
1,123.08	....	24,968.72	....	....	7,061.54	33,153.34	9,548.09
1,648.19	....	11,062.32	....	....	1,050.81	14,626.82	3,098.62
990.12	....	10,938.84	....	....	6,269.10	18,198.06	19,159.99
199.37	....	554.70	....	....	1,287.08	2,041.15	2,597.30
487.85	....	9,533.13	....	....	624.07	10,645.05	2,179.61
....	....	....	....	....	600.16	600.16	1,704.49
133.44	....	1,899.57	....	....	4,486.69	6,519.70	20,655.45
17,647.96	22,160.50	86,679.66	....	....	74,126.41	264,160.89	70,657.11
2,610.01	....	27,193.04	....	....	37,860.39	87,560.44	44,486.35
1,816.48	....	18,906.46	....	....	26,822.57	47,545.51	32,066.96
937.55	....	....	....	....	85,037.65	99,573.95	204,858.93
627.36	....	10,685.20	....	....	17,693.72	29,066.28	65,711.48
....	....	....	....	....	350.71	350.71	2,019.67
....	....	7,436.40	....	....	3,123.70	10,560.10	9,995.86
335.08	....	7,203.69	....	....	592.55	8,131.32	1,313.56
....	....	2,467.19	....	....	437.06	2,904.25	673.23
439.29	....	—31.92	....	....	1,478.70	1,886.07	3,021.75
186.00	....	3,494.08	....	....	871.07	4,551.15	1,110.59
56.13	....	1,058.99	....	....	1,034.00	2,149.12	4,701.68
233.67	....	3,040.64	....	....	2,259.62	5,533.93	2,697.22
....	....	3,649.60	74.48	....	1,366.62	5,090.70	2,832.34
53.66	....	1,035.71	....	....	3,919.08	5,008.45	33,027.18
506.12	....	4,197.57	....	....	2,382.54	7,086.23	5,139.51
1,190.22	....	10,492.14	....	....	3,062.23	14,744.59	3,631.91
1,934.31	....	17,478.42	....	....	8,004.50	27,417.23	10,626.16
43,736.37	....	99,212.14	....	11,676.71	128,279.40	467,324.19	146,473.61
139.91	....	2,391.42	....	....	2,736.84	5,268.17	4,849.71
1,585.53	....	14,500.23	....	....	484.47	484.47	4,540.00
503.81	3,840.00	4,306.04	....	....	646.28	9,296.13	1,586.00
3,000.00	....	....	....	....	2,680.68	32,033.64	11,429.10
874.29	....	12,377.74	....	....	8,243.10	21,495.13	37,035.69
20.00	....	2,998.75	....	....	1,673.94	4,692.69	2,294.90
583.74	....	9,382.97	....	....	10,314.70	20,281.41	28,250.82
75.39	4,437.50	1,422.50	....	....	1,995.71	7,931.10	5,861.34
262.61	....	4,096.49	....	....	3,846.77	8,205.87	11,948.99
514.19	....	10,466.75	....	....	5,339.93	16,320.87	11,227.48
....	1,030.00	429.61	....	....	2,379.24	3,838.85	3,435.17
....	....	35,017.58	....	....	11,042.99	46,060.57	20,740.45
509.41	....	4,386.18	....	....	3,214.08	12,190.88	3,836.58
457.23	....	9,289.69	97.47	....	764.68	10,609.07	1,566.26
....	....	....	....	....	773.68	773.68	2,390.06
1,174.88	....	7,866.86	....	....	5,793.45	14,835.19	5,083.41
295.26	....	2,389.00	....	....	477.23	3,161.49	1,779.19
....	....	....	....	....	954.45	954.45	3,665.01
545.95	....	5,055.48	....	....	1,308.78	6,910.21	7,708.92
865.29	....	12,551.75	....	....	9,096.33	22,513.37	14,574.34
....	....	1,501.93	....	....	386.85	1,888.78	1,032.88
175.99	....	4,168.66	....	....	290.45	4,635.10	1,220.02
745.94	....	7,722.94	....	....	4,732.56	13,201.44	14,180.06
668.54	....	10,033.14	....	....	3,086.94	13,788.62	4,281.02
....	....	1,174.03	35.22	....	1,044.86	2,254.11	1,263.90
398.28	....	6,128.00	....	....	2,334.65	8,860.93	2,532.65
....	....	....	....	....	3,086.32	47,334.72	5,642.87
1,371.44	....	32,209.58	....	....	37,198.76	70,779.78	61,925.25
....	3,828.75	....	....	....	3,760.01	7,588.76	7,146.63
....	2,225.00	....	....	....	773.69	2,998.69	1,405.96
7,779.59	....	18,809.11	....	....	11,603.34	100,016.16	9,703.49
....	....	....	....	....	2,575.63	2,575.63	4,476.30
3,419.07	....	9,531.45	....	....	8,514.24	24,655.55	11,380.81
....	....	1,491.10	....	....	1,084.62	2,575.72	3,220.04
....	....	....	....	....	18,145.66	46,296.38	10,887.03
....	....	1,086.92	....	....	1,030.37	2,117.29	1,775.86
36,946.97	....	64,944.65	....	....	73,465.95	274,852.84	110,481.92
1,198.43	14,184.58	16,194.00	....	....	31,844.38	68,020.11	45,807.37
577.98	81,972.93	9,411.54	....	....	15,773.96	107,736.41	24,329.35
407.43	....	1,938.74	....	....	3,228.52	5,574.69	2,871.01
2,093.02	45,925.00	10,700.14	....	....	6,415.28	66,373.80	18,900.35
102.20	....	1,928.40	....	....	2,534.39	4,564.99	16,974.57
....	....	2,360.06	....	....	1,131.63	3,491.69	1,390.47
....	....	....	....	....	766.45	766.45	3,554.47

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

				Disbursed		
	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Contract Construction	Day Labor Construction	Right-of-Way
Hennepin	8,671.39	5,310.03	13,981.42	...	...	...
Henning	1,781.61	2,287.75	4,069.36	...	...	...
Henry	6,199.56	20,936.11	27,135.67	...	...	...
Herrick	782.32	3,714.46	4,496.78	...	...	...
Herrin	28,520.44	81,422.86	109,943.30	38,302.60	...	...
Herscher	9,062.12	7,032.17	16,094.29	...	...	...
Hettick	2,374.41	2,135.82	4,510.23	...	...	...
Heyworth	15,458.31	10,096.60	25,554.91	13,822.34	...	...
Hickory Hills	182,095.12	97,623.01	279,718.13	...	...	...
Hidalgo	87.73	1,063.69	1,151.42	...	...	...
Highland	69,246.35	47,587.42	116,833.77	3,770.00	...	...
Highland Park	98,137.43	278,568.31	376,705.74	34,360.99	...	1,544.50
Highwood	80,473.29	40,921.24	121,394.53	70,640.23	...	...
Hillcrest	4,962.91	4,507.97	9,470.88	3,573.05	...	...
Hillsboro	45,304.96	35,726.46	81,031.42	16,751.45	...	...
Hillsdale	8,424.20	4,136.57	12,560.77	...	...	...
Hillside	102,070.26	79,388.35	181,458.61	...	...	...
Hillview	1,410.09	2,574.79	3,984.88	...	...	...
Hinckley	4,183.49	8,703.67	12,887.16	...	...	...
Hindsboro	3,290.37	3,174.20	6,464.57	...	...	...
Hinsdale	103,183.36	124,417.84	227,601.20	13,093.88	...	...
Hodgkins	7,880.36	13,439.62	21,319.98	...	...	...
Hoffman	1,459.37	2,937.81	4,397.18	2,500.00	...	...
Hoffman Estates	22,715.04	162,448.93	185,163.97	66,646.90	...	...
Hollowayville	100.49	810.43	910.92	...	...	...
Homer	5,911.89	10,771.99	16,683.88	...	...	...
Hometown	80,626.19	63,137.52	143,763.71	32,445.53	...	...
Homewood	110,189.49	156,285.07	266,474.56	...	...	27,835.00
Hoopeston	28,492.35	61,415.38	89,907.73	57,332.08	...	...
Hooppole	3,574.76	1,916.33	5,491.09	...	...	...
Hopedale	4,223.16	6,221.72	10,444.88	...	...	...
Hoyleton	983.78	4,009.95	4,993.73	...	...	...
Hudson	1,583.82	5,259.36	6,843.18	...	...	...
Huey	1,019.54	1,789.70	2,809.24	...	...	...
Hull	7,162.35	4,516.45	11,678.80	...	...	...
Humboldt	2,066.39	2,887.14	4,953.53	...	...	...
Hume	6,164.46	3,790.47	9,954.93	...	...	...
Huntley	18,460.09	9,649.18	28,109.27	...	...	...
Hurst	7,222.70	7,285.41	14,508.11	...	...	...
Hutsonville	10,019.13	4,921.68	14,940.81	12,390.32	...	...
Illiopolis	1,291.17	9,117.33	10,408.50	...	...	...
Ina	231.15	2,802.74	3,033.89	...	...	...
Indian Creek	1,221.41	2,017.62	3,239.03	...	...	...
Indian Head Park	3,831.93	3,731.35	7,563.28	...	...	...
Indianola	4,755.94	2,490.39	7,246.33	...	...	...
Industry	2,171.69	4,339.17	6,510.86	...	...	...
Inverness	26,099.92	11,126.52	37,226.44	...	...	...
Iola	1,169.16	1,308.53	2,477.69	...	...	...
Ipava	13,315.06	5,259.33	18,574.39	...	...	...
Iroquois	1,968.08	1,950.10	3,918.18	...	...	...
Irving	3,240.10	4,811.94	8,052.04	...	...	...
Irvington	6,141.47	3,267.05	9,408.52	...	...	...
Irwin	1,464.85	776.65	2,241.50	...	...	...
Island Lake	6,335.64	13,836.40	20,172.04	...	...	...
Itasca	50,663.26	36,629.74	87,293.00	20,578.47	...	...
Iuka	428.65	3,191.05	3,619.70	...	...	...
Ivesdale	4,184.00	3,039.11	7,223.11	...	...	...
Jacksonville	175,675.54	183,106.46	358,782.00	8,712.78	...	5,500.00
Jeffersonville	911.01	2,785.87	3,696.88	...	...	...
Jeisyville	928.57	1,426.68	2,355.25	...	...	...
Jerome	64,979.81	14,328.89	79,308.70	...	...	...
Jerseyville	47,996.42	62,639.46	110,635.88	22,527.75	...	...
Jewett	824.15	2,009.18	2,833.33	...	...	...
Johnsonville	650.63	810.45	1,461.08	...	...	...
Johnston City	8,012.46	32,847.71	40,860.17	...	...	...
Joliet	128,375.73	624,261.97	752,637.70	269,685.79	...	—55,694.79
Jonesboro	20,512.71	13,811.06	34,323.77	25,492.84	...	...
Joppa	2,616.04	4,879.47	7,495.51	...	...	...
Joy	350.21	4,246.32	4,596.53	...	...	...
Junction	1,815.31	2,009.16	3,824.47	...	...	...
Junction City	219.31	2,659.23	2,878.54	...	...	...
Justice	201,555.92	67,282.56	268,838.48	...	...	...
Kampsville	8,513.10	3,824.22	12,337.32	...	...	...
Kane	951.47	3,959.29	4,910.76	...	...	...
Kangley	2,501.81	2,254.03	4,755.84	...	...	...
Kankakee	122,237.29	261,414.19	383,651.48	14,065.08	...	1,500.00
Kansas	9,963.47	6,880.22	16,843.69	...	...	...
Kappa	82.86	1,004.61	1,087.47	...	...	...
Karnak	15,880.37	5,630.79	21,511.16	...	...	...
Kaskaskia	520.16	818.86	1,339.02	...	...	...
Keenes	629.39	962.40	1,591.79	...	...	...
Keensburg	457.51	2,220.24	2,677.75	...	...	...
Keithsburg	670.48	8,129.62	8,800.10	...	...	...

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscella- neous—(2)			
...	...	...	...	...	2,274.10	2,274.10	11,707.32
391.25	...	2,880.88	...	...	167.11	3,439.24	630.12
1,687.76	...	16,977.37	...	...	1,835.82	20,500.95	6,634.72
192.00	...	3,200.00	...	...	271.34	3,663.34	833.44
10,549.96	...	15,581.94	...	...	21,323.46	85,757.96	24,185.34
...	...	...	...	...	3,011.63	3,011.63	13,082.66
...	...	2,194.52	...	...	914.69	3,109.21	1,401.02
263.20	...	1,984.00	...	...	4,324.01	20,393.55	5,161.36
11,729.04	...	36,387.30	...	...	41,808.40	89,924.74	189,793.39
...	...	152.13	...	...	455.54	607.67	543.75
3,627.70	...	23,960.24	...	...	20,379.97	51,737.91	65,095.86
—1,481.99	...	72,187.58	...	...	119,300.71	225,911.79	150,793.95
—138.04	...	2,868.00	...	...	18,268.67	91,638.86	29,755.67
2,104.25	...	...	...	...	1,930.60	7,607.90	1,862.98
3,186.50	...	21,278.19	...	...	15,300.35	56,516.49	24,514.93
...	1,561.88	...	...	...	1,771.54	3,333.42	9,227.35
...	69,443.00	...	...	...	33,999.15	103,442.15	78,016.46
100.00	...	3,470.00	...	...	99.20	3,669.20	315.68
530.50	...	4,337.24	...	...	3,570.11	8,437.85	4,449.31
506.82	...	4,444.02	...	...	507.82	5,458.66	1,005.91
15,969.21	15,264.31	93,129.00	...	...	42,913.31	180,369.71	47,231.49
581.63	...	2,603.15	...	...	5,755.70	8,940.48	12,379.50
...	...	...	...	...	966.19	3,466.19	930.99
1,014.16	...	21,066.42	...	...	42,543.03	131,270.51	53,893.46
...	...	...	...	...	347.09	347.09	563.83
805.27	...	8,291.29	90.97	...	2,821.02	12,008.55	4,675.33
4,205.29	...	34,973.02	...	...	27,039.51	98,663.35	45,100.36
...	26,000.00	33,696.50	...	...	67,267.99	154,799.49	111,675.07
10,567.09	...	7,676.94	...	...	4,486.31	80,062.42	9,845.31
—180.56	...	704.41	...	...	820.70	1,344.55	4,146.54
...	...	...	...	...	2,664.54	2,664.54	7,780.34
171.08	...	2,523.37	...	...	1,028.52	3,722.97	1,270.76
448.98	...	5,319.09	...	...	384.19	6,152.26	690.92
138.42	...	1,552.92	25.36	...	468.70	2,185.40	623.84
...	...	...	...	...	1,934.24	1,934.24	9,744.56
500.99	...	3,855.94	87.14	...	155.47	4,599.54	353.99
670.00	...	7,910.00	...	...	276.89	8,856.89	1,098.04
...	...	...	...	...	4,132.40	4,132.40	23,976.87
...	...	6,236.32	...	...	3,120.07	9,356.39	5,151.72
1,424.59	...	—959.99	...	...	526.21	13,381.13	1,559.68
424.37	...	4,610.75	50.35	...	2,387.70	7,473.17	2,935.33
...	...	392.96	7.86	...	1,200.31	1,601.13	1,432.76
354.99	...	2,439.12	...	...	147.38	2,941.49	297.54
835.73	...	3,222.09	...	...	1,597.99	5,655.81	1,907.47
182.10	...	2,205.63	...	...	1,066.55	3,454.28	3,792.05
...	...	...	...	...	1,858.30	1,858.30	4,652.56
1,558.07	...	20,506.70	...	...	4,765.10	26,829.87	10,396.57
201.72	...	1,046.67	...	...	560.39	1,808.78	668.91
360.27	...	12,408.94	...	...	2,252.39	15,021.60	3,552.79
258.80	...	2,137.15	...	...	525.33	2,921.28	996.90
266.73	...	6,176.47	98.12	...	351.50	6,892.82	1,159.22
143.77	...	5,227.96	107.43	...	1,399.16	6,878.32	2,530.20
...	...	...	...	...	332.60	332.60	1,908.90
730.91	...	6,442.33	...	...	5,925.63	13,098.87	7,073.17
2,016.27	...	8,156.91	...	...	15,687.20	46,438.85	40,854.15
...	...	557.29	...	64.54	1,366.60	1,988.43	1,631.27
...	...	...	...	...	1,301.55	1,301.55	5,921.56
14,093.18	10,815.55	48,577.42	...	—5,124.99	78,417.86	160,991.80	197,790.20
...	...	3,175.92	...	...	179.40	3,355.32	341.56
...	...	301.78	...	...	610.99	912.77	1,442.48
4,229.49	4,475.00	20,180.46	...	...	6,182.21	35,067.16	44,241.54
1,508.50	...	42,962.65	...	...	16,404.38	83,403.28	27,232.60
127.82	...	1,945.58	41.47	...	146.77	2,261.64	571.69
...	...	745.00	...	...	301.79	1,046.79	414.29
708.63	12,800.00	8,127.55	...	...	14,067.47	35,703.65	5,156.52
60,507.71	94,417.60	48,896.05	...	...	141,761.65	559,574.01	193,063.69
305.00	...	6,832.61	...	...	...	32,630.45	1,693.32
...	...	2,524.75	50.50	...	1,712.70	4,287.95	3,207.56
348.89	...	2,927.71	...	...	310.18	3,586.78	1,009.75
...	...	1,482.97	...	...	860.45	2,343.42	1,481.05
...	...	896.97	...	...	1,138.85	2,035.82	842.72
3,092.13	...	39,871.20	...	...	28,814.67	71,778.00	197,060.48
...	...	...	...	...	1,637.78	1,637.78	10,699.54
100.00	...	4,325.33	...	...	...	4,425.33	485.43
79.51	...	1,998.24	41.55	...	965.31	3,084.61	1,671.23
9,226.62	...	98,370.05	...	...	111,954.23	235,115.98	148,535.50
280.45	...	4,583.38	...	...	2,946.54	7,810.37	9,033.32
...	...	186.04	...	...	387.88	573.92	513.55
299.82	...	1,514.88	...	...	2,411.47	4,226.17	17,284.99
...	...	...	...	...	350.67	350.67	988.35
...	...	697.85	...	...	401.97	1,099.82	491.97
...	...	1,914.08	38.29	...	162.18	2,114.55	563.20
...	...	1,507.81	...	...	3,136.45	4,644.26	4,155.84

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Kell	1,716.29	1,637.73	3,354.02			
Kempton	3,720.31	2,127.38	5,847.69			
Kenilworth	28,902.74	24,979.81	53,882.55	621.57		
Kenney	3,527.43	3,376.79	6,904.22			
Kewanee	75,112.64	137,806.82	212,919.46	1,921.05		
Keysport	3,686.39	3,478.08	7,164.47			
Kilbourne	3,243.13	2,971.59	6,214.72			
Kildeer	5,823.29	3,925.49	9,748.78			
Kincaid	7,934.68	13,034.43	20,969.11			
Kinderhook	4,753.00	2,329.98	7,082.98			
Kingston	3,422.99	3,427.44	6,850.43			
Kingston Mines	4,429.02	3,165.76	7,594.78			
Kinmundy	566.05	6,863.32	7,429.37			
Kinsman	1,370.10	1,131.22	2,501.32			
Kirkland	1,814.42	7,834.15	9,648.57			
Kirkwood	17,067.62	6,508.77	23,576.39			
Knoxville	19,099.41	21,611.46	40,710.87	13,068.22		
Lacon	52,314.04	18,361.32	70,675.36	—343.40		
Ladd	873.78	10,594.64	11,468.42			
LaFayette	2,566.37	2,270.91	4,837.28			
LaGrange	193,726.86	137,823.69	331,550.55	59,014.08		
LaGrange Park	156,055.55	136,565.84	292,621.39			55,591.36
LaHarpe	920.42	11,160.29	12,080.71			
Lake Barrington	3,213.77	1,452.03	4,665.80	4.17		
Lake Bluff	13,859.64	36,680.39	50,540.03			
Lake Forest	231,064.47	112,658.15	343,722.62	11,401.00		
Lake in the Hills	21,290.78	24,701.22	45,992.00	1,355.95		
Lake Villa	2,938.09	8,644.60	11,582.69			
Lake Zurich	30,605.94	32,510.05	63,115.99			
Lakemoor	7,131.59	6,213.28	13,344.87			
Lakewood	7,609.04	5,360.66	12,969.70			
LaMoille	9,215.25	5,529.49	14,744.74	2,343.77		
Lanark	1,025.56	12,435.05	13,460.61	11,389.72		
Lansing	42,546.02	195,372.65	237,918.67	5,596.40		
LaPrairie	346.14	970.82	1,316.96			
LaRose	4,467.08	1,620.86	6,087.94			
LaSalle	8,283.16	100,434.18	108,717.34	17,169.18		
Latham	4,971.53	3,283.94	8,255.47			
Lawrenceville	46,916.63	51,799.95	98,716.58			
Leaf River	8,776.40	4,609.31	13,385.71			
Lebanon	23,775.91	29,496.29	53,272.20			
Lee	817.05	1,924.76	2,741.81			
Leland	5,859.81	5,419.75	11,279.56			
Leland Grove	39,024.46	14,613.06	53,637.52	—670.62		
Lemont	101,576.99	34,054.94	135,631.93	96,778.51		
Lena	48,528.93	13,101.93	61,630.86	47,958.74		
Lenzburg	4,602.00	3,545.64	8,147.64			
Leonore	588.33	1,646.18	2,234.51			
Lerna	1,161.14	2,498.83	3,659.97			
LeRoy	24,422.17	20,564.65	44,986.82			
Lewistown	26,762.72	21,974.46	48,737.18			
Lexington	3,414.12	10,501.81	13,915.93			
Liberty	3,466.83	2,870.27	6,337.10			
Libertyville	63,441.81	88,953.10	152,394.91			
Lima	3,828.97	1,350.74	5,179.71			
Lincoln	149,052.01	146,586.47	295,638.48			
Lincolnshire	8,578.58	18,479.47	27,058.05	8,266.88		
Lincolnwood	255,473.35	114,355.00	369,828.35			
Lindenhurst	9,776.90	19,194.15	28,971.05			
Lisbon	3,547.77	1,975.41	5,523.18			
Lisle	17,014.86	42,522.24	59,537.10			
Litchfield	126,486.64	61,879.70	188,366.34			
Little York	3,148.03	2,777.38	5,925.41			
Littleton	2,801.78	1,485.82	4,287.60			
Liverpool	1,424.27	1,553.31	2,977.58			
Livingston	1,666.84	8,138.06	9,804.90			
Loami	1,814.89	3,798.90	5,613.79			
Lockport	41,062.06	74,162.76	115,224.82			
Loda	6,048.35	4,938.53	10,986.88			
Lomax	372.49	4,516.48	4,888.97			
Lombard	32,232.39	264,352.04	296,584.43	3.45		
London Mills	6,785.80	5,208.69	11,994.49			
Long Grove	5,993.06	8,273.13	14,266.19			
Long Point	3,275.65	2,591.69	5,867.34			
Long View	6,355.75	2,279.33	8,635.08			
Loraine	4,304.32	2,557.92	6,862.24			
Lostant	4,066.05	3,883.32	7,949.37			
Louisville	8,405.31	7,648.41	16,053.72			
Loves Park	62,204.63	91,848.71	154,053.34			
Lovington	15,817.69	10,130.36	25,948.05			
Ludlow	5,594.10	3,883.32	9,477.42			
Lyndon	2,965.01	5,715.22	8,680.23			
Lynnville	141.27	818.88	960.15			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
7.08	...	71.55	...	...	701.38	780.01	2,574.01
...	...	...	...	...	911.07	911.07	4,936.62
74.79	...	11,242.00	...	...	10,697.96	22,636.32	31,246.23
...	...	...	...	...	1,446.14	1,446.14	5,458.08
25,559.74	9,345.31	63,904.92	...	...	51,086.95	151,817.97	61,101.49
288.88	...	3,531.64	76.41	...	1,489.54	5,386.47	1,778.00
173.88	...	3,106.13	...	...	1,272.62	4,552.63	1,662.09
...	...	...	...	...	1,681.14	1,681.14	8,067.64
541.45	...	12,465.58	...	...	3,413.53	16,420.56	4,548.55
...	...	1,908.01	38.16	...	997.85	2,944.02	4,138.96
...	...	...	...	...	1,467.84	1,467.84	5,382.59
406.32	...	4,128.48	...	...	1,355.78	5,890.58	1,704.20
...	...	6,587.88	...	...	...	6,587.88	841.49
...	...	...	...	...	484.47	484.47	2,016.85
531.06	...	4,528.90	...	...	2,105.94	7,165.90	2,482.67
782.53	...	19,563.22	...	...	1,168.00	21,513.75	2,062.64
2,618.67	...	8,919.84	...	...	9,255.40	33,862.13	6,848.74
1,176.67	...	30,722.82	...	...	7,863.49	39,419.58	31,255.78
23.88	...	1,132.92	...	...	4,537.30	5,694.10	5,774.32
...	...	4,000.00	...	...	165.88	4,165.88	671.40
38.71	92,542.00	97,048.93	...	...	43,647.31	292,291.03	39,259.52
2,029.27	43,165.00	90,071.45	...	...	58,486.20	249,343.28	43,278.11
693.47	...	2,363.48	...	...	4,779.55	7,836.50	4,244.21
792.23	...	3,449.78	...	...	241.59	4,487.77	178.03
...	...	...	...	...	15,708.87	15,708.87	34,831.16
4,699.00	69,759.31	67,786.01	...	...	48,247.40	201,892.72	141,829.90
522.74	...	7,145.00	...	...	10,578.64	19,602.33	26,389.67
721.72	...	8,229.77	...	...	836.68	9,788.17	1,794.52
4,490.70	...	28,742.58	...	...	13,263.58	46,496.86	16,619.13
826.66	...	8,743.53	...	...	1,627.16	11,197.35	2,147.52
962.48	...	10,230.25	...	...	836.67	12,029.40	940.30
...	...	...	...	...	2,368.08	4,711.85	10,032.89
546.28	...	...	...	...	...	11,936.00	1,524.61
5,988.93	43,961.25	...	...	...	83,671.02	139,217.60	98,701.07
...	...	1,000.00	...	...	70.92	1,070.92	246.04
...	...	...	...	...	694.17	694.17	5,393.77
26,253.29	...	5,500.00	...	...	34,998.62	83,921.09	24,796.25
571.90	...	5,100.88	...	...	903.96	6,576.74	1,678.73
6,428.22	...	72,492.32	...	...	3,783.92	82,704.46	16,012.12
...	...	...	...	...	1,974.02	1,974.02	11,411.69
966.94	9,137.50	25,774.34	...	...	7,724.64	43,603.42	9,668.78
...	...	...	...	...	824.30	824.30	1,917.51
...	...	...	...	...	2,321.09	2,321.09	8,958.47
775.97	...	8,357.00	...	...	6,258.24	14,720.59	38,916.93
198.24	...	636.00	...	...	14,584.50	112,197.25	23,434.68
6,454.66	...	...	...	...	3,065.42	57,478.82	4,152.04
...	...	3,634.33	...	...	1,518.45	5,152.78	2,994.86
164.01	...	523.96	...	...	705.01	1,392.98	841.53
...	...	...	...	...	1,070.17	1,070.17	2,589.80
835.91	...	11,698.34	...	...	8,807.08	21,341.33	23,645.49
1,850.72	...	26,298.98	...	...	9,354.14	37,503.84	11,233.34
819.95	...	9,907.75	...	...	767.14	11,494.84	2,421.09
186.03	...	3,123.70	...	...	1,229.23	4,538.96	1,798.14
...	...	86,110.02	...	...	38,095.39	124,205.41	28,189.50
...	...	...	...	...	578.47	578.47	4,601.24
3,563.98	...	77,119.34	...	...	62,777.68	143,461.00	152,177.48
1,330.72	...	—67.80	...	...	7,914.08	17,443.88	9,614.17
...	...	...	...	...	48,974.12	48,974.12	320,854.23
129.80	...	2,449.05	...	...	8,137.80	10,716.65	18,254.40
...	...	...	...	...	846.00	846.00	4,677.18
1,155.31	...	16,407.63	...	...	18,210.73	35,773.67	23,763.43
1,555.29	11,261.25	28,682.87	...	...	26,500.83	68,000.24	120,366.10
869.53	...	4,149.61	...	...	202.88	5,222.02	703.39
...	...	3,700.88	...	...	115.88	3,816.76	470.84
73.96	...	1,015.23	...	...	665.23	1,754.42	1,223.16
...	...	8,807.12	...	...	...	8,807.12	997.78
...	...	441.77	...	...	1,626.93	2,068.70	3,545.09
1,602.49	...	2,927.69	...	...	31,761.22	36,291.40	78,933.42
805.04	...	7,461.36	...	...	1,155.44	9,421.84	1,565.04
336.53	...	3,998.69	...	...	...	4,335.22	553.75
40,055.88	65,498.05	30,569.75	...	...	69,229.97	205,357.10	91,227.33
273.28	...	5,156.15	...	...	2,230.70	7,660.13	4,334.36
1,234.62	...	7,861.34	...	...	2,548.46	11,644.42	2,621.77
...	...	...	...	...	1,109.93	1,109.93	4,757.41
324.22	...	2,049.41	...	...	976.16	3,349.79	5,285.29
...	...	3,487.29	69.75	...	1,095.46	4,652.50	2,209.74
254.97	...	3,207.72	...	...	1,663.08	5,125.77	2,823.60
1,249.95	...	8,196.36	...	...	3,275.55	12,721.86	3,331.86
32.16	44,500.02	1,827.57	...	...	39,335.47	85,695.22	68,358.12
470.02	...	10,875.50	226.91	...	4,338.46	15,910.89	10,037.16
438.69	...	3,647.68	81.73	...	1,663.09	5,831.19	3,646.23
342.16	...	4,624.23	...	...	1,496.73	6,463.12	2,217.11
1.51	...	—1.51	...	...	350.69	350.69	609.46

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Lyons	109,755.20	91,941.54	201,696.74			
Macedonia	66.84	810.45	877.29			
Macinaw	4,589.99	9,818.00	14,407.99	—223.12		
Macomb	182,268.58	161,478.11	343,746.69	8,244.28		57,580.00
Macon	3,065.76	10,375.20	13,440.96			
Madison	8,878.95	57,920.40	66,799.35	16,451.67		
Maeystown	3,869.30	1,333.84	5,203.14			
Magnolia	170.58	2,068.27	2,238.85			
Mahomet	6,194.95	11,540.18	17,735.13			
Makanda	1,418.11	1,384.47	2,802.58			
Malden	1,563.43	2,178.04	3,741.47			
Malta	4,248.04	6,601.62	10,849.66			
Manchester	1,480.82	2,380.65	3,861.47			
Manhattan	5,055.35	11,607.72	16,663.07			
Manito	37,304.81	9,227.05	46,531.86			
Manlius	5,073.55	3,157.31	8,230.86			
Mansfield	2,501.40	7,116.60	9,618.00			
Manteno	12,077.18	20,665.95	32,743.13			
Maple Park	412.17	4,997.65	5,409.82	1,339.47		
Mapleton	5,332.50	2,608.56	7,941.06			
Maquon	5,230.25	3,258.62	8,488.87			
Marengo	35,689.79	30,120.96	65,810.75			
Marietta	348.49	1,696.84	2,045.33			
Marine	1,551.22	6,863.32	8,414.54			
Marion	22,414.22	98,994.04	121,408.26	26,665.76		
Marissa	9,508.37	14,537.06	24,045.43			
Mark	3,453.20	3,756.67	7,209.87			
Markham	124,815.13	123,210.65	248,025.78	100,595.80		
Maroa	11,046.01	10,425.86	21,471.87			
Marquette Heights	41,571.14	21,248.44	62,819.58	15,246.20		
Marseilles	38,851.28	36,697.27	75,548.55	2,072.02		
Marshall	26,534.64	27,605.26	54,139.90			
Martinsville	940.62	11,405.11	12,345.73			
Martinton	4,143.61	2,650.80	6,794.41			
Maryville	4,230.57	9,184.86	13,415.43			
Mascoutah	49,757.69	39,373.36	89,131.05			
Mason	231.15	2,802.75	3,033.90			
Mason City	1,503.88	18,234.66	19,738.54	1,085.63		
Mathersville	5,866.34	5,166.49	11,032.83			
Matteson	31,874.95	32,906.83	64,781.78	6,336.20		
Mattoon	13,885.79	168,366.75	182,252.54	72,875.49		
Maunie	381.61	3,064.43	3,446.04			
Maywood	466,241.47	243,171.15	709,412.62			
Mazon	475.53	5,765.86	6,241.39			
McCook	27,154.69	3,722.89	30,877.58	19,098.50		
McCullom Lake	7,726.01	6,407.48	14,133.49			
McHenry	4,137.74	50,170.65	54,308.39	20,885.63		
McLean	1,440.13	6,399.03	7,839.16			
McLeansboro	44,023.22	24,912.28	68,935.50			
McNabb	1,720.77	1,485.76	3,206.53		—46.32	
Mechanicsburg	2,925.90	3,613.17	6,539.07			
Media	2,154.24	1,392.93	3,547.17			
Medora	4,196.18	3,773.56	7,969.74			
Melrose Park	429,738.69	188,180.10	617,918.79			
Melvin	2,153.81	4,719.07	6,872.88			
Mendon	7,982.95	6,618.49	14,601.44			
Mendota	9,750.15	56,679.44	66,429.59			
Menominee	9,643.67	1,612.42	11,256.09			
Meredosia	8,743.43	8,729.00	17,472.43			
Merrionette Park	9,241.36	21,282.22	30,523.58			
Metamora	40,416.15	15,263.08	55,679.23			
Metcalf	3,212.70	2,346.89	5,559.59			
Metropolis	29,112.45	61,955.64	91,068.09			
Mettawa	1,287.73	2,254.03	3,541.76			
Middletown	2,787.27	4,583.98	7,371.25			
Midlothian	25,985.30	99,522.47	125,507.77	9,737.78		
Milan	107,256.37	33,269.82	140,526.19	106,165.62		
Milford	5,461.04	14,342.91	19,803.95	5,752.77		
Mill Creek	5,045.35	861.08	5,906.43			
Mill Shoals	658.30	2,718.32	3,376.62			
Milledgeville	21,715.21	10,197.90	31,913.11	29,522.66		
Millington	1,635.04	2,608.58	4,243.62			
Millstadt	31,544.04	15,448.80	46,992.84			
Milton	3,316.48	2,608.59	5,925.07			
Mineral	4,793.69	2,785.83	7,579.52			
Minier	18,426.99	7,150.36	25,577.35			
Minonk	23,870.92	16,892.40	40,763.32	2,127.40		
Minooka	12,389.52	5,934.71	18,324.23			
Modesta	942.64	1,924.76	2,867.40			
Mokena	24,003.53	11,616.17	35,619.70	22,853.90		
Moline	32,281.81	395,479.26	427,761.07	380,880.51		—4,956.50
Momence	9,359.69	24,895.40	34,255.09	3,494.83		
Monee	12,332.34	5,453.49	17,785.83			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
1,524.63	38,393.75	43,678.82			39,375.23	122,972.43	78,724.31
		196.40			266.61	463.01	414.28
715.69		4,691.76			4,204.69	9,389.02	5,018.97
29,781.71	47,044.73	25,927.59			69,155.22	237,733.53	106,013.16
738.68		6,780.00			2,634.35	10,153.03	3,287.93
4,468.61		18,116.66			9,407.27	48,444.21	18,355.14
					571.24	571.24	4,631.90
79.28		531.67			570.59	1,181.54	1,057.31
982.59		10,913.90			2,181.53	14,078.02	3,657.11
		408.04			592.92	1,000.96	1,801.62
					932.76	932.76	2,808.71
					2,827.24	2,827.24	8,022.42
					1,019.55	1,019.55	2,841.92
801.93		6,098.63			3,828.65	10,729.21	5,933.86
					3,951.61	3,951.61	42,580.25
					1,352.16	1,352.16	6,878.70
376.76		6,695.05			519.86	7,591.67	2,026.33
909.01		9,876.25			8,850.48	19,635.74	13,107.39
1,615.82					870.77	3,826.06	1,583.76
302.07		3,358.00			1,117.15	4,777.22	3,163.84
24.38		324.68			1,395.55	1,744.61	6,744.26
752.68		19,714.40			10,572.50	31,039.58	34,771.17
60.31		640.69			476.91	1,177.91	867.42
751.36		6,821.69				7,573.05	841.49
4,503.85		11,613.79			43,578.25	86,361.65	35,046.61
	6,032.50	7,540.65			3,807.05	17,380.20	6,665.23
					1,608.84	1,608.84	5,601.03
8,603.77	15,312.79	31,700.95			52,766.66	208,979.97	39,045.81
552.54		6,227.71			4,465.01	11,245.26	10,226.61
925.83		15,007.60			9,099.94	40,279.57	22,540.01
5,387.61	5,421.94	29,348.36			15,716.12	57,946.05	17,602.50
—561.43		21,034.17			11,822.33	32,295.07	21,844.83
		9,943.00			833.13	10,776.13	1,569.60
415.46		3,264.27			1,135.24	4,814.97	1,979.44
230.15		4,049.65	87.34		3,933.55	8,300.69	5,114.74
		34,920.28			16,862.17	51,782.45	37,348.60
		2,385.48			204.74	2,590.22	443.68
—1,027.29		17,444.52				17,502.86	2,235.68
559.78		7,330.82		—151.69	1,353.04	9,091.95	1,940.88
826.49	23,515.50				14,092.80	44,770.99	20,010.79
15,042.95		15,037.01			25,941.17	128,896.62	53,355.92
		2,613.91	104.56		223.85	2,942.32	503.72
1,420.12	106,085.00	36,670.00			104,141.38	248,316.50	461,096.12
		141.35			2,469.32	2,610.67	3,630.72
1,736.35					1,594.37	22,429.22	8,448.36
499.01		4,265.00			2,744.09	7,508.10	6,625.39
3,430.15					13,138.97	37,454.75	16,853.64
533.48		4,624.65			653.16	5,811.29	2,027.87
1,633.40		43,557.34			10,669.01	55,859.75	13,075.75
62.28		827.10			636.31	1,479.37	1,727.16
207.14		4,409.48			777.42	5,394.04	1,145.03
286.82		3,089.57				3,376.39	170.78
		4,570.00			1,470.70	6,040.70	1,929.04
21,929.44	25,600.14	348,249.70			80,590.72	476,370.00	141,548.79
					2,021.00	2,021.00	4,851.88
463.54		8,364.24			2,390.27	11,218.05	3,383.39
8,744.21					24,273.75	33,017.96	33,411.63
					690.54	690.54	10,565.55
425.75		9,490.81			3,093.60	13,010.16	4,462.27
683.26		8,652.45			9,114.41	18,450.12	12,073.46
2,863.83		43,437.23			6,536.62	52,837.68	2,841.55
84.48		1,615.52			1,005.09	2,705.09	2,854.50
					26,533.37	26,533.37	64,534.72
					965.31	965.31	2,576.45
155.82		3,761.20			1,200.48	5,117.50	2,253.75
1,528.54	44,415.00	20,743.73			31,517.71	107,942.76	17,565.01
8,423.50		3,976.30			11,417.46	129,982.88	10,543.31
392.81	3,312.31	3,327.28			3,659.95	16,445.12	3,358.83
		2,881.99			368.77	3,250.76	2,655.67
		2,341.41			198.57	2,539.98	836.64
1,140.12						30,662.78	1,250.33
					1,117.18	1,117.18	3,126.44
		20,128.30			6,616.15	26,744.45	20,248.39
189.67		3,107.72			1,117.17	4,414.56	1,510.51
449.58		4,390.70			1,193.07	6,033.35	1,546.17
					3,062.24	3,062.24	22,515.11
516.30		11,983.70			7,234.40	21,861.80	18,901.52
778.84		8,112.97			2,541.62	11,433.43	6,890.80
					824.31	824.31	2,043.09
1,800.15					4,974.78	29,628.83	5,990.87
3,279.28						379,203.29	48,557.78
1,464.14	5,225.00	6,063.05			10,661.79	26,908.81	7,346.28
818.93		9,241.50			2,335.54	12,395.97	5,389.86

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Monmouth	55,499.34	87,560.20	143,059.54	26,591.50	...	504.80
Montgomery	64,393.55	23,164.78	87,558.33	...	...	...
Monticello	25,973.03	29,639.78	55,612.81	1,384.10	...	...
Montrose	841.53	2,701.43	3,542.96	...	...	...
Morris	61,422.52	66,987.07	128,409.59	36,087.33	...	...
Morrison	27,463.63	35,110.18	62,573.81	...	...	...
Morrisonville	2,657.09	9,530.99	12,188.08	...	...	...
Morristown	5,535.50	7,234.79	12,770.29	...	...	...
Morton	19,128.32	82,165.74	101,294.06	13,815.27	...	...
Morton Grove	215,884.53	227,545.03	443,429.56	153,482.37	...	...
Mound City	48,665.80	14,089.65	62,755.45	41,766.64	...	...
Mound Station	2,036.45	1,722.16	3,758.61	...	...	...
Mounds	9,548.71	15,491.03	25,039.74	8,662.22	...	...
Mount Clare	13,797.05	2,701.41	16,498.46	...	...	...
Mount Prospect	308,292.43	254,964.56	563,256.99	196,376.45	...	...
Moweaqua	3,230.57	13,625.36	16,855.93	...	...	...
Mt. Auburn	3,338.41	4,237.88	7,576.29	...	...	...
Mt. Carmel	120,558.48	72,550.35	193,108.83	5,538.74	...	...
Mt. Carroll	5,403.05	17,356.68	22,759.73	...	...	...
Mt. Erie	93.29	1,131.23	1,224.52	...	...	...
Mt. Morris	16,472.95	25,959.08	42,432.03	...	...	...
Mt. Olive	49,820.92	19,374.34	69,195.26	...	...	...
Mt. Pulaski	17,359.80	14,258.48	31,618.28	...	...	...
Mt. Sterling	7,835.51	19,095.76	26,931.27	...	...	...
Mt. Vernon	53,781.96	134,986.19	188,768.15	16,070.25	...	...
Mt. Zion	2,314.97	7,808.83	10,123.80	...	...	...
Muddy	1,198.72	802.00	2,000.72	...	...	...
Mulberry Grove	3,475.10	6,289.26	9,764.36	...	...	...
Muncie	1,989.77	1,646.18	3,635.95	...	...	...
Mundelein	66,361.65	131,838.35	198,200.00	9,828.32	...	...
Murphysboro	111,735.48	79,295.46	191,030.94	...	...	15,750.00
Murrayville	1,556.07	3,731.39	5,287.46	...	...	...
Naperville	252,232.40	165,779.80	418,012.20	190,106.40	...	...
Naplate	14,728.06	6,230.18	20,958.24	17,996.80	...	...
Naples	64.05	776.65	840.70	...	...	...
Nashville	31,532.42	23,679.76	55,212.18	...	...	...
Nason	1,563.01	1,587.07	3,150.08	...	...	...
National City	12,112.71	987.71	13,100.42	...	...	...
Nauvoo	999.50	8,771.24	9,770.74	...	...	...
Nebo	726.90	3,722.89	4,449.79	...	...	...
Nelson	5,450.73	2,389.09	7,839.82	...	...	...
Neoga	3,835.52	9,666.04	13,501.56	...	...	...
Neponset	1,630.05	4,178.81	5,808.86	...	...	...
New Athens	20,336.29	16,233.91	36,570.20	...	...	...
New Baden	27,023.83	16,406.12	43,429.95	...	...	...
New Bedford	4,627.71	1,401.38	6,029.09	...	...	...
New Berlin	8,923.94	6,280.83	15,204.77	...	...	...
New Boston	2,168.34	6,128.86	8,297.20	...	...	...
New Burnside	1,282.97	1,916.35	3,199.32	...	...	...
New Canton	7,256.72	3,790.43	11,047.15	...	...	...
New Douglas	746.37	3,098.22	3,844.59	...	...	...
New Grand Chain	1,420.32	2,380.63	3,800.95	...	...	...
New Haven	3,652.07	5,419.73	9,071.80	...	...	...
New Holland	4,886.82	2,650.79	7,537.61	...	...	...
New Lenox	16,568.99	19,982.16	36,551.15	...	...	...
New Minden	1,875.49	1,401.35	3,276.84	...	...	...
New Salem	1,211.88	1,452.04	2,663.92	...	...	...
Newark	2,880.79	4,128.13	7,008.92	...	...	...
Newman	24,973.59	9,260.85	34,234.44	...	...	...
Newton	9,332.50	26,220.78	35,553.28	—5.52	...	...
Niantic	6,112.33	5,309.99	11,422.32	...	...	...
Niles	349,059.10	270,776.36	619,835.46	187,575.84	...	...
Nilwood	1,218.31	2,313.14	3,531.45	...	...	...
Noble	5,733.28	6,424.32	12,157.60	5,059.67	...	...
Nokomis	55,180.35	20,902.34	76,082.69	53,427.10	...	...
Nora	2,232.92	1,933.20	4,166.12	...	...	...
Normal	182,165.54	195,963.60	378,129.14	159,916.59	...	...
Norridge	108,180.56	144,577.29	252,757.85	...	...	...
Norris	396.54	2,591.67	2,988.21	...	...	...
Norris City	4,321.34	10,493.38	14,814.72	...	...	...
North Aurora	31,517.19	39,964.31	71,481.50	...	...	...
North Barrington	4,932.50	7,268.53	12,192.03	...	...	...
North Chicago	36,015.73	436,694.99	472,710.72	65,662.60	...	39,215.00
North City	8,446.62	3,056.00	11,502.62	...	...	...
North Henderson	1,704.44	1,772.82	3,477.26	...	...	...
North Pekin	39,806.12	17,095.01	56,901.13	...	...	...
North Riverside	20,173.42	70,921.01	91,094.43	62,700.00	...	...
North Utica	14,223.13	8,560.18	22,783.31	...	...	...
Northbrook	153,312.56	184,056.05	337,368.61	189,490.09	...	...
Northfield	144,417.43	33,810.14	178,227.57	...	...	6,687.00
Northlake	89,774.79	120,542.96	210,317.75	...	...	...
Norwood	2,280.77	5,284.66	7,565.43	...	...	...
O'Fallon	4,035.40	48,929.71	52,965.11	46,966.03	...	...

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
4,805.92	....	27,411.75	....	....	37,498.86	96,812.83	46,246.71
—427.04	....	9,360.41	....	....	9,920.63	19,708.08	67,850.25
1,542.62	....	....	....	....	12,693.65	15,620.37	39,992.44
....	....	2,990.35	....	....	197.34	3,187.69	355.27
4,268.07	....	17,934.01	....	....	28,688.13	86,977.54	41,432.05
....	29,640.62	....	....	....	14,984.87	44,625.49	17,948.32
393.23	....	8,415.48	....	....	696.22	9,504.93	2,683.15
....	....	....	....	....	3,098.40	3,098.40	9,671.89
....	45,074.05	....	....	....	16,366.18	75,255.50	26,038.56
18,366.63	35,974.25	67,341.23	....	....	88,216.89	363,381.37	80,048.19
3,119.38	....	4,632.73	....	....	6,034.08	55,552.83	7,202.62
....	....	2,539.42	....	....	451.01	2,990.43	768.18
—8,662.22	5,900.00	3,681.32	....	....	6,634.24	16,215.56	8,824.18
9.00	....	2,683.14	....	....	1,156.92	3,849.06	12,649.40
1,969.80	....	5,556.50	....	....	109,192.09	313,094.84	250,162.15
1,232.69	....	13,952.68	....	....	....	15,185.37	1,670.56
....	....	4,096.63	....	....	1,313.25	5,409.88	2,166.41
2,457.07	....	26,611.41	....	....	31,070.69	65,677.91	127,430.92
....	....	....	....	....	7,433.24	7,433.24	15,326.49
....	....	601.36	....	....	264.66	866.02	358.50
4,797.71	5,300.00	21,988.06	....	....	5,150.81	37,236.58	5,195.45
....	....	16,571.46	....	....	8,297.33	24,868.79	44,326.47
593.80	....	6,472.97	....	....	6,106.39	13,173.16	18,445.12
746.00	3,710.24	16,056.28	....	....	4,077.49	24,590.01	2,341.26
1,285.62	....	53,255.57	....	....	54,798.79	125,410.23	63,357.92
....	....	....	....	....	3,344.25	3,344.25	6,779.55
....	....	1,222.92	....	....	343.46	1,566.38	434.34
337.70	....	4,889.76	....	....	1,647.06	6,874.52	2,889.84
165.00	....	1,342.55	....	....	705.00	2,212.55	1,423.40
....	....	29,332.72	....	....	56,461.59	95,622.63	102,577.37
922.15	....	11,761.45	....	....	33,959.37	62,392.97	128,637.97
—324.13	....	324.13	....	....	1,598.03	1,598.03	3,689.43
25,150.41	....	—3,413.11	....	....	72,314.55	284,158.25	133,853.95
....	....	1,483.83	....	....	455.11	19,935.74	1,022.50
....	....	87.23	....	....	332.61	419.84	420.86
292.09	....	7,938.72	....	....	10,141.18	18,371.99	36,840.19
....	....	1,967.45	....	....	679.69	2,647.14	502.94
....	....	....	....	....	423.00	423.00	12,677.42
669.83	....	6,801.83	....	....	640.73	8,112.39	1,658.35
210.65	....	3,466.94	....	....	315.75	3,993.34	456.45
....	....	....	....	....	1,023.16	1,023.16	6,816.66
578.57	1,160.45	6,571.43	....	....	2,127.91	10,438.36	3,063.20
577.96	....	3,972.04	....	....	305.25	4,855.25	953.61
782.12	....	8,693.41	....	....	6,952.40	16,427.93	20,142.27
451.12	....	9,857.49	....	....	7,501.92	17,810.53	25,619.42
....	....	....	....	....	600.17	600.17	5,428.92
467.29	....	9,229.45	....	....	2,297.26	11,994.00	3,210.77
620.39	....	5,129.82	....	....	604.74	6,354.95	1,942.25
....	....	1,464.27	29.88	....	725.53	2,219.68	979.64
292.20	....	5,291.17	....	....	1,623.31	7,206.68	3,840.47
....	....	3,051.16	....	....	226.32	3,277.48	567.11
....	....	1,270.41	....	....	1,019.53	2,289.94	1,511.01
354.88	....	2,706.03	....	....	2,321.07	5,381.98	3,689.82
213.20	....	4,312.30	....	....	1,135.25	5,660.75	1,876.86
79.46	....	1,420.54	....	....	8,557.62	10,057.62	26,493.53
....	....	1,172.87	....	....	600.15	1,773.02	1,503.82
....	....	1,544.50	....	....	380.27	1,924.77	739.15
....	....	4,200.13	....	....	1,767.93	5,968.06	1,040.86
1,165.66	....	18,262.53	....	....	3,966.09	23,394.28	10,840.16
1,075.77	....	8,104.22	....	....	11,229.40	20,403.87	15,149.41
872.74	....	8,748.86	....	....	387.89	10,009.49	1,412.83
18,082.93	....	40,964.12	....	....	115,963.70	362,586.59	257,248.87
....	....	1,358.35	....	....	990.63	2,348.98	1,182.47
1,410.01	....	1,575.54	....	....	1,682.44	9,727.66	2,429.94
6,058.08	....	11,325.72	....	....	1,526.89	72,337.79	3,744.90
337.65	....	2,007.23	....	....	827.92	3,172.80	993.32
8,771.15	....	....	....	....	83,924.11	252,611.85	125,517.29
2,776.50	63,620.17	50,536.10	....	....	61,917.21	178,849.98	73,907.87
186.57	....	1,563.28	....	....	417.06	2,166.91	821.30
732.58	....	6,763.63	....	....	2,748.07	10,244.28	4,570.44
799.80	....	9,102.25	....	....	17,115.26	27,017.31	44,464.19
1,117.05	....	7,070.97	....	....	1,700.60	9,888.62	2,303.41
27,689.85	30,220.00	86,790.34	....	....	84,743.00	334,320.79	138,389.93
....	....	6,895.76	137.92	....	1,308.77	8,342.45	3,160.17
....	....	....	....	....	759.22	759.22	2,718.04
355.66	....	3,095.77	....	....	7,321.18	10,772.61	46,128.52
6,356.00	....	804.03	....	....	5,180.69	75,040.72	16,053.71
959.73	....	10,104.27	....	....	3,666.02	14,730.02	8,053.29
7,157.52	....	....	....	....	83,612.19	280,259.80	57,108.81
....	....	....	....	....	14,479.67	21,166.67	157,060.90
....	33,272.85	....	....	....	51,624.18	84,897.03	125,420.72
96.96	....	1,829.50	....	....	2,263.23	4,189.69	3,375.74
....	....	....	....	....	....	46,966.03	5,999.08

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Oak Brook	61,097.81	26,756.70	87,854.51	13.25	...	...
Oak Forest	27,944.37	120,120.86	148,065.23	...	...	...
Oak Grove	4,411.58	4,069.04	8,480.62	2,879.00	...	...
Oak Lawn	100,444.14	471,026.01	571,470.15	108,009.30	...	...
Oak Park	252,321.84	519,502.31	771,824.15	226,977.72	3,500.78	...
Oakbrook Terrace	14,983.36	9,463.45	24,446.81	...	...	...
Oakford	523.30	2,541.05	3,064.35	...	...	...
Oakland	8,509.93	7,927.01	16,436.94	...	...	...
Oakwood	6,514.47	7,268.55	13,783.02	...	7,050.19	...
Oakwood Hills	5,380.77	2,473.50	7,854.27	...	...	...
Oblong	6,810.80	15,339.05	22,149.85	...	...	...
Oconee	1,963.56	2,169.59	4,133.15	...	...	...
Odell	6,158.28	7,901.68	14,059.96	...	...	...
Odin	5,815.13	10,484.94	16,300.07	...	...	...
Ogden	4,245.97	4,347.63	8,593.60	...	...	...
Oglesby	14,942.39	35,582.94	50,525.33	17,702.92	...	...
Ohio	6,921.44	4,128.12	11,049.56	...	...	...
Ohlman	2,466.81	1,815.01	4,281.82	...	...	...
Okawville	24,849.54	7,859.49	32,709.03	29,339.78	...	...
Old Marissa	868.60	1,831.92	2,700.52	...	...	...
Old Mill Creek	973.71	1,257.84	2,231.55	...	...	...
Old Ripley	702.14	1,266.31	1,968.45	...	...	...
Old Shawneetown	2,983.67	3,655.36	6,639.03	...	...	...
Olmsted	4,072.40	4,009.95	8,082.35	...	...	...
Olney	6,112.98	74,120.54	80,233.52	...	...	...
Olympia Fields	16,023.40	21,763.42	37,786.82	...	...	...
Omaha	1,347.72	2,633.91	3,981.63	...	...	...
Onarga	8,671.76	11,793.42	20,465.18	4,445.88	...	...
Oneida	6,881.54	5,673.03	12,554.57	...	...	...
Oquawka	4,108.85	9,201.74	13,310.59	...	...	...
Orangeville	3,994.70	4,145.01	8,139.71	...	...	...
Oreana	4,037.46	6,432.77	10,470.23	...	...	...
Oregon	47,550.54	31,505.46	79,056.00	68,727.66	...	...
Orient	1,287.93	4,963.92	6,251.85	...	...	...
Orion	32,680.04	14,233.14	46,913.18	20,280.00	...	...
Orland Park	65,378.55	38,064.87	103,443.42	44,224.17	...	...
Oswego	27,782.89	12,747.41	40,530.30	8,432.92	...	...
Ottawa	190,291.16	163,841.83	354,132.99	42,770.60	...	...
Otterville	480.47	1,181.89	1,662.36	...	...	...
Owaneco	6,212.50	2,448.18	8,660.68	...	...	...
Palatine	387,264.73	202,219.09	589,483.82	...	...	170,121.00
Palestine	17,405.97	13,203.23	30,609.20	14,405.50	...	...
Palmer	184.51	2,237.14	2,421.65	...	...	...
Palmyra	2,778.86	6,846.44	9,625.30	...	...	...
Palos Heights	8,739.76	63,145.97	71,885.73	...	...	...
Palos Hills	15,476.64	31,792.50	47,269.14	...	...	...
Palos Park	1,632.68	19,796.42	21,429.10	...	...	...
Pana	68,187.80	55,370.94	123,558.74	833.58	...	...
Panama	7,797.98	4,111.23	11,909.21	...	...	...
Panola	467.61	362.99	830.60	...	...	...
Papineau	2,811.74	1,426.69	4,238.43	...	...	...
Paris	64,905.21	84,934.75	149,839.96	1,324.77	...	...
Park City	25,895.19	23,401.14	49,296.33	7,215.95	...	...
Park Forest	74,013.12	264,436.43	338,449.55	137,404.49	...	...
Park Forest South	7,829.81	8,712.12	16,541.93	...	...	...
Park Ridge	622,183.20	338,734.29	960,917.49	38,306.68	...	...
Parkersburg	1,159.70	2,135.84	3,295.54	...	...	...
Patoka	418.44	5,073.64	5,492.08	...	...	...
Paw Paw	2,860.56	6,120.42	8,980.98	...	...	...
Pawnee	21,485.37	16,056.63	37,542.00	...	...	...
Paxton	4,627.26	36,891.44	41,518.70	...	...	...
Payson	2,295.22	4,237.87	6,533.09	...	...	...
Pearl	4,159.84	2,937.80	7,097.64	...	...	...
Pearl City	14,160.48	4,119.68	18,280.16	...	...	...
Pecatonica	1,155.06	14,005.24	15,160.30	11,475.96	...	...
Pekin	20,676.90	250,709.82	271,386.72	...	...	...
Peoria	1,997,960.33	1,096,798.39	3,094,758.72	32,109.12	...	38,855.80
Peoria Heights	58,150.46	70,161.27	128,311.73	—15.92	...	...
Peotone	1,398.17	15,094.25	16,492.42	...	...	...
Percy	1,525.33	6,837.99	8,363.32	...	...	...
Perry	2,330.24	3,731.34	6,061.58	...	...	...
Peru	14,500.40	96,601.56	111,101.96	...	...	...
Pesotum	4,133.62	3,950.82	8,084.44	...	...	...
Petersburg	6,961.84	19,914.63	26,876.47	2,333.73	...	...
Phillipstown	10,225.21	582.50	10,807.71	...	...	...
Philo	2,668.36	8,163.38	10,831.74	...	...	...
Phoenix	79,997.53	35,481.62	115,479.15	82,145.47	...	...
Pierron	8,036.22	3,807.34	11,843.56	...	...	...
Pinckneyville	8,750.47	26,043.49	34,793.96	...	...	...
Pingree Grove	7,754.11	1,460.47	9,214.58	...	...	...
Piper City	9,347.62	6,812.66	16,160.28	910.50	...	...
Pittsburg	1,760.84	4,094.35	5,855.19	...	...	...
Pittsfield	65,537.28	35,937.51	101,474.79	56,342.86	...	800.00

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
—13.25		1,104.28			12,726.17	13,830.45	74,024.06
	71,872.35				51,443.41	123,315.76	24,749.47
					1,742.63	4,621.63	3,858.99
6,933.70	360,339.42				35,599.69	510,882.11	60,588.04
319.12		155,265.81			221,128.91	607,192.34	164,631.81
358.66		8,595.60			4,052.85	13,007.11	11,439.70
					1,088.24	1,088.24	1,976.11
197.43		3,725.00			3,394.85	7,317.28	9,119.66
279.73		2,449.07			3,112.86	12,891.85	891.17
					1,059.31	1,059.31	6,794.96
759.03		8,551.78	186.22		4,811.49	14,308.52	7,841.33
—17.09		3,307.69			158.49	3,449.09	684.06
274.82	1,827.73	2,038.47			3,384.00	7,525.02	6,534.94
		9,965.25			2,745.85	12,711.10	3,588.97
780.58		5,279.64			1,138.59	7,198.81	1,394.79
2,855.05		—95.88			15,238.89	35,700.98	14,824.35
815.82		8,793.20			301.55	9,910.57	1,138.99
		1,268.37			777.31	2,045.68	2,236.14
86.29		2,319.34				31,745.41	963.62
					784.54	784.54	1,915.98
327.24		148.10			538.68	1,014.02	1,217.53
		1,097.83			331.63	1,429.46	538.99
		2,782.69			1,565.47	4,348.16	2,290.87
		3,080.82			1,717.31	4,798.13	3,284.22
3,020.55	35,401.88	13,525.77			15,199.96	67,148.16	13,085.36
1,501.19		20,252.60			7,506.48	29,260.27	8,526.55
					1,128.01	1,128.01	2,853.62
2,561.35		7,390.50			2,759.28	17,157.01	3,308.17
					2,429.55	2,429.55	10,215.02
1,024.43		10,510.85			647.12	12,182.40	1,128.19
					1,775.16	1,775.16	6,364.55
694.79		7,099.41			637.47	8,431.67	2,038.56
4,700.00					1,765.57	75,193.23	3,862.77
557.97		4,290.77			362.61	5,211.35	1,040.50
482.19		5,582.04			6,095.54	32,439.77	14,473.41
6,807.59		12,066.00			16,301.80	79,399.56	24,043.86
2,094.18		16,870.18			5,459.25	32,856.53	7,673.77
20,289.08		118,697.18		—5,213.47	70,167.52	246,710.91	107,422.08
130.31		421.72			506.16	1,058.19	604.17
		3,427.54			1,048.47	4,476.01	4,184.67
		32,400.00			86,603.11	289,124.11	300,359.71
3,251.62		4,797.28			3,457.73	25,912.13	4,697.07
		989.59			585.88	1,575.47	846.18
447.06		8,338.82				8,785.88	839.42
3,319.04	9,582.23	42,815.86			5,739.69	61,456.82	10,428.91
		40,731.53			2,639.65	43,371.18	3,897.96
1,164.27		3,310.44			7,307.87	11,782.58	9,646.52
1,082.07	28,275.00	21,106.14			23,713.36	75,010.15	48,548.59
		5,055.65	101.11		1,760.70	6,917.46	4,991.75
		536.33			155.45	691.78	138.82
248.24		1,798.86			611.00	2,658.10	1,580.33
11,898.21		37,064.17			36,374.48	86,661.63	63,178.33
3,601.51		10,903.52			10,021.86	31,742.84	17,553.49
14,597.14		110,827.52			19,316.75	282,145.90	56,303.65
					3,731.09	3,731.09	12,810.84
5,642.32	78,575.00	58,310.00			45,067.62	325,901.62	635,015.87
189.79		1,706.24	56.88		559.34	2,512.25	783.29
		725.59			2,172.85	2,898.44	2,593.64
					2,621.16	2,621.16	6,359.82
548.23		9,920.52			6,876.47	17,345.22	20,196.78
	11,217.70				11,442.10	22,659.80	18,858.90
285.55		5,084.98			309.57	5,680.10	852.99
		734.72	14.69		1,258.15	2,007.56	5,090.08
					1,764.31	1,764.31	16,515.85
1,967.21						13,443.17	1,717.13
58,413.60	20,027.61	53,190.50			60,304.35	191,936.06	79,450.66
85,241.13	1,357,138.24	126,945.11			469,719.01	2,110,008.41	984,750.31
2,218.23	30,851.04	19,201.36			30,047.51	82,302.22	46,009.51
510.46		4,228.87			4,036.90	8,776.23	7,716.19
					2,928.47	2,928.47	5,434.85
216.36		1,926.29			1,598.00	3,740.65	2,320.93
10,217.19					41,370.94	51,588.13	59,513.83
406.17		3,446.60			1,692.00	5,544.77	2,539.67
356.94		7,001.36			8,528.71	18,220.74	8,655.73
					249.47	249.47	10,558.24
27.90		6,621.75			1,595.09	8,244.74	2,587.00
					15,195.49	97,340.96	18,138.19
		2,710.20	54.20		1,630.54	4,394.94	7,448.62
	5,609.40	15,373.00			5,558.30	26,540.70	8,253.26
606.85		5,488.65			625.47	6,720.97	2,493.61
1,630.77		5,007.13			2,917.61	10,466.01	5,694.27
					1,753.46	1,753.46	4,101.73
		17,552.50			15,390.73	90,086.09	11,388.70

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Plainfield	69,795.07	22,337.48	92,132.55			
Plainville	2,571.18	1,916.31	4,487.49			
Plano	158,500.62	34,265.98	192,766.60	114,908.20		
Pleasant Hill	8,637.68	8,019.88	16,657.56			
Pleasant Plains	4,411.66	4,372.94	8,784.60			
Plymouth	822.33	6,593.21	7,415.54			
Pocahontas	8,714.82	6,061.31	14,776.13			
Polo	1,776.10	21,535.51	23,311.61	17,890.53		
Pontiac	121,374.41	85,002.24	206,376.65	141,073.24		
Pontoon Beach	5,540.59	6,382.14	11,922.73			
Pontoosuc	502.12	1,772.80	2,274.92			
Poplar Grove	13,600.32	3,883.33	17,483.65			
Port Byron	5,746.82	10,400.51	16,147.33			
Posen	35,992.52	43,265.12	79,257.64	12,007.05		
Potomac	16,632.95	5,580.13	22,213.08			
Prairie City	1,383.90	5,174.94	6,558.84			
Prairie du Rocher	13,412.37	5,732.10	19,144.47			
Princeton	31,523.85	57,160.62	88,684.47			
Princeville	8,495.50	10,814.17	19,309.67			
Prophetstown	8,627.06	15,212.44	23,839.50			
Pulaski	8,031.25	3,503.43	11,534.68			
Quincy	402,742.35	401,694.53	804,436.88	66,543.45		
Radom	3,619.91	1,156.55	4,776.46			
Raleigh	2,592.07	1,899.45	4,491.52			
Ramsey	9,706.81	6,880.21	16,587.02			
Rankin	11,124.65	6,424.35	17,549.00			
Ransom	288.94	3,503.41	3,792.35			
Rantoul	19,232.20	233,192.68	252,424.88	105,009.45		
Rapids City	11,852.49	5,698.35	17,550.84			
Raritan	1,751.69	1,536.46	3,288.15			
Raymond	12,733.16	7,352.95	20,086.11	12,789.20		
Red Bud	30,577.80	19,247.71	49,825.51			
Reddick	1,190.58	1,730.60	2,921.18			
Redmon	127.06	1,477.36	1,604.42			
Reynolds	23,391.86	4,170.34	27,562.20			
Richmond	3,335.00	8,644.55	11,979.55			
Richton Park	6,938.58	13,672.10	20,610.68			
Richview	4,013.50	2,152.71	6,166.21			
Ridge Farm	11,290.51	7,547.12	18,837.63			
Ridgway	3,332.31	8,906.30	12,238.61			
Ridott	9,170.73	1,865.67	11,036.40			
Rio	137.30	1,494.23	1,631.53			
Ripley	998.70	1,409.81	2,408.51			
River Forest	161,769.36	107,170.90	268,940.26	85,914.50		37,600.00
River Grove	25,259.43	93,798.78	119,058.21	13,163.09		
Riverdale	114,684.27	130,994.13	245,678.40	45,243.20		
Riverside	137,612.24	82,309.28	219,921.52	7,906.00		
Riverton	26,204.30	14,304.03	40,508.33	8,472.06		
Riverwoods	1,292.36	10,864.82	12,157.18			
Roanoke	26,265.28	15,372.84	41,638.12			
Robbins	48,096.29	65,783.07	113,879.36			
Roberts	4,255.83	4,254.76	8,510.59			
Robinson	18,860.91	61,001.73	79,862.64	2,647.00		
Rochelle	52,687.76	63,770.70	116,458.46			
Rochester	21,776.15	10,679.10	32,455.25			
Rock City	748.71	1,705.27	2,453.98			
Rock Falls	7,268.04	88,125.76	95,393.80	1,083.40	7,560.15	
Rock Island	118,601.43	437,826.21	556,427.64	108,236.96		9,472.50
Rockbridge	3,471.09	2,135.82	5,606.91			
Rockdale	15,997.20	15,702.07	31,699.27	12,686.07		
Rockford	165,628.06	1,127,189.50	1,292,817.56	210,209.40		12,788.02
Rockton	19,497.95	15,474.15	34,972.10	17,084.25		
Rockwood	15,014.49	827.32	15,841.81			
Rolling Meadows	103,289.59	149,034.65	252,324.24	64,011.28		25,000.00
Romeoville	24,321.83	98,171.74	122,493.57	18,536.30		
Roodhouse	11,755.77	19,855.52	31,611.29			
Roscoe	15,895.06	9,809.58	25,704.64			
Rose Hill	1,437.20	987.71	2,424.91			
Roselle	27,989.69	41,965.58	69,955.27	25,346.76		
Rosemont	84,396.37	29,183.93	113,580.30	64,722.69		
Roseville	1,655.32	8,990.69	10,646.01			
Rosiclare	6,572.78	14,351.35	20,924.13			
Rossville	13,370.21	12,409.72	25,779.93			
Round Lake	6,879.26	11,742.77	18,622.03			
Round Lake Beach	16,291.46	42,302.77	58,594.23			
Round Lake Heights	14,545.84	9,277.72	23,823.56			
Round Lake Park	28,286.31	24,659.02	52,945.33			
Roxana	13,984.13	17,643.73	31,627.86			
Royal	5,093.70	1,443.59	6,537.29			
Royalton	3,798.47	10,341.40	14,139.87			
Ruma	842.25	1,164.98	2,007.23			
Rushville	59,235.34	23,797.93	83,033.27			
Russellville	4,729.90	1,663.06	6,392.96			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
...	...	...	...	...	9,566.34	9,566.34	82,566.21
353.40	...	3,239.68	...	...	287.12	3,880.20	607.29
6,998.18	...	9,034.70	1,309.41	...	14,674.87	146,925.36	45,841.24
1,046.63	...	5,555.50	132.05	...	3,434.64	10,168.82	6,488.74
230.27	...	4,901.44	...	...	1,417.44	6,549.15	2,235.45
341.89	...	4,070.40	...	...	913.84	5,326.13	2,089.41
685.34	...	7,809.56	...	...	2,595.84	11,090.74	3,685.39
2,780.69	...	...	...	...	...	20,671.22	2,640.39
16,175.57	...	11,819.50	...	...	10,370.88	179,439.19	26,937.46
411.02	...	4,581.85	...	...	2,733.24	7,726.11	4,196.62
78.27	...	1,090.32	...	...	464.27	1,632.86	642.06
...	...	...	...	...	1,663.09	1,663.09	15,820.56
...	...	...	...	...	4,454.17	4,454.17	11,693.16
732.76	17,625.97	8,245.85	...	...	18,528.88	57,140.51	22,117.13
431.48	...	2,806.67	64.76	...	2,389.76	5,692.67	16,520.41
354.98	...	3,840.04	...	...	723.87	4,918.89	1,639.95
...	...	2,981.58	...	...	2,454.85	5,436.43	13,708.04
1,788.52	...	21,964.56	...	...	24,479.82	48,232.90	40,451.57
975.95	...	11,999.72	...	...	2,832.08	15,807.75	3,501.92
...	7,945.00	...	...	...	6,514.93	14,459.93	9,379.57
...	...	4,401.59	...	...	1,500.40	5,901.99	5,632.69
56,694.32	83,994.52	207,912.18	...	...	172,031.21	587,175.68	217,261.20
59.43	...	1,485.95	...	...	495.31	2,040.69	2,735.77
...	...	1,370.51	...	...	813.46	2,183.97	2,307.55
...	...	4,282.61	...	...	2,946.54	7,229.15	9,357.87
770.83	...	9,076.19	...	...	2,751.32	12,598.34	4,950.66
...	...	418.66	...	...	1,500.39	1,919.05	1,873.30
56,543.84	20,550.00	41,730.73	...	...	...	223,834.02	28,590.86
288.87	...	2,999.73	...	...	2,440.40	5,729.00	11,821.84
...	...	...	...	...	658.01	658.01	2,630.14
305.80	...	5,394.50	...	...	537.12	19,026.62	1,059.49
2,333.76	...	7,808.03	...	...	8,243.08	18,384.87	31,440.64
...	...	...	...	...	741.16	741.16	2,180.02
...	...	...	...	...	632.71	632.71	971.71
...	...	...	...	...	1,786.00	1,786.00	25,776.20
768.01	...	8,685.79	...	...	1,349.20	10,803.00	1,176.55
1,220.35	...	8,016.78	...	...	6,536.63	15,773.76	4,836.92
72.10	...	1,867.92	...	...	921.93	2,861.95	3,304.26
123.57	...	1,839.54	39.26	...	3,232.16	5,234.53	13,603.10
441.26	4,116.39	3,425.34	...	...	3,163.65	11,146.64	1,091.97
...	...	...	...	...	799.00	799.00	10,237.40
...	...	...	...	...	639.92	639.92	991.61
...	...	481.00	...	...	603.79	1,084.79	1,323.72
...	...	...	...	...	45,897.40	169,411.90	99,528.36
7,819.38	28,357.44	6,900.00	...	...	40,170.62	96,410.53	22,647.68
3,603.71	...	...	...	...	56,100.04	104,946.95	140,731.45
1,379.95	65,277.52	41,924.40	...	...	35,250.08	151,737.95	68,183.57
2,786.75	...	14,350.14	...	...	6,396.19	32,005.14	8,503.19
...	...	9,923.02	...	...	902.07	10,825.09	1,332.09
...	...	33,449.80	...	...	3,316.61	36,776.41	4,871.71
2,693.81	25,600.00	35,230.51	...	...	27,155.20	90,679.52	23,199.84
...	1,200.00	...	...	...	1,822.17	3,022.17	5,488.42
1,391.89	16,550.49	10,640.34	...	...	26,124.81	57,354.53	22,508.11
4,259.41	3,309.18	17,005.42	...	...	27,310.69	51,884.70	64,573.76
579.28	...	5,521.73	...	...	4,573.47	10,674.48	21,780.77
130.00	...	713.50	8.43	...	730.31	1,582.24	871.74
12,804.67	20,750.00	26,504.01	...	...	6,437.47	75,139.70	20,254.10
14,585.89	95,187.50	11,309.09	...	...	142,144.55	380,936.49	175,491.15
...	...	...	...	...	914.70	914.70	4,692.21
...	5,749.96	...	256.28	...	6,724.62	25,416.93	6,282.34
38,894.09	...	201,050.25	...	...	445,779.77	908,721.53	384,096.03
1,805.44	...	—45.09	...	...	6,627.02	25,471.62	9,500.48
...	...	...	...	...	354.31	354.31	15,487.50
3,573.86	...	19,726.49	...	...	63,826.14	176,137.77	76,186.47
14,397.36	...	8,805.37	...	...	38,554.79	80,293.82	42,199.75
659.47	...	6,316.32	...	...	8,503.40	15,479.19	16,132.10
845.21	...	11,206.17	...	...	4,201.09	16,252.47	9,452.17
...	...	1,576.88	...	...	343.11	1,919.99	504.92
6,038.12	...	15,980.24	...	...	8,460.37	55,825.49	14,129.78
7,277.31	...	...	...	...	12,498.42	84,498.42	29,081.88
388.03	...	7,355.75	...	...	656.76	8,400.54	2,245.47
...	...	3,640.70	...	...	6,146.16	9,786.86	11,137.27
448.10	...	7,367.36	...	...	5,314.63	13,130.09	12,649.84
809.60	...	11,316.61	...	...	2,774.50	14,900.71	3,721.32
1,153.32	...	34,137.59	...	...	10,128.42	45,419.33	13,174.90
879.31	...	8,943.07	...	...	3,973.31	13,795.69	10,027.87
1,865.46	...	30,031.45	...	...	8,442.75	40,339.66	12,605.67
...	10,746.00	...	214.92	...	7,556.16	18,517.08	13,110.78
352.16	...	2,518.90	...	...	618.24	3,489.30	3,047.99
613.20	...	7,715.69	169.99	...	2,363.76	10,862.64	3,277.23
...	...	765.77	...	...	498.92	1,264.69	742.54
790.87	...	15,794.52	...	...	10,191.80	26,777.19	56,256.08
...	...	...	...	...	712.22	712.22	5,680.74

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Rutland	7,105.20	4,296.99	11,402.19			
Sadorus	2,573.06	3,241.71	5,814.77			
Sailor Springs	130.19	1,578.64	1,708.83			
Salem	36,928.73	53,251.99	90,180.72			
San Jose	20,200.44	9,227.10	29,427.54			
Sandoval	9,347.61	11,447.30	20,794.91			
Sandwich	23,223.27	37,988.89	61,212.16			
Sauget	5,957.73	2,735.20	8,692.93			
Sauk Village	14,766.61	48,743.99	63,510.60			
Saunemin	7,888.24	3,309.23	11,197.47			
Savanna	82,071.07	43,813.86	125,884.93	54,786.20		
Savoy	4,126.93	2,861.82	6,988.75			
Sawyerville	5,451.43	3,055.99	8,507.42			
Saybrook	6,005.53	7,251.67	13,257.20			
Scales Mound	12,129.20	3,368.35	15,497.55			
Schaumburg	124,408.92	99,138.65	223,547.57	30,000.00		
Schiller Park	30,848.65	95,698.24	126,546.89			
Schram City	1,529.62	5,892.50	7,422.12			
Sciota	887.69	1,013.04	1,900.73			
Scottville	149.66	1,570.21	1,719.87			
Seaton	456.18	1,983.86	2,440.04			
Seatonville	5,225.88	3,064.44	8,290.32			
Secor	297.30	3,604.74	3,902.04			
Seneca	17,986.81	14,511.75	32,498.56			
Sesser	5,232.65	14,891.63	20,124.28			
Shabbona	13,044.82	5,824.96	18,869.78	11,338.62		
Shannon	10,409.13	6,466.55	16,875.68			
Shawneetown	12,594.12	13,684.46	26,278.58			
Sheffield	9,439.34	9,100.45	18,539.79			
Shelbyville	34,954.47	40,698.75	75,653.22			
Sheldon	4,680.14	9,598.54	14,278.68	105.00		
Sheridan	6,696.45	5,943.15	12,639.60			
Sherman	9,233.23	3,030.68	12,263.91			
Sherrard	1,862.89	6,610.06	8,472.95			
Shiloh	7,562.45	5,917.82	13,480.27			
Shipman	5,760.19	3,520.31	9,280.50			
Shorewood	7,925.29	8,391.31	16,316.60			
Shumway	2,105.63	1,789.71	3,895.34			
Sibley	1,145.72	3,258.60	4,404.32			
Sidell	6,811.89	5,183.36	11,995.25			
Sidney	1,939.53	5,791.19	7,730.72	29.28		
Sigel	5,063.44	3,267.05	8,330.49			
Silvis	36,447.46	42,648.88	79,096.34			
Simpson	3,011.19	751.34	3,762.53			
Sims	3,863.78	3,174.19	7,037.97			
Skokie	643,731.12	592,440.97	1,236,172.09	417,986.13		12,033.25
Sleepy Hollow	4,753.90	11,219.38	15,973.28			
Smithboro	703.33	1,798.14	2,501.47			
Smithfield	5,644.51	2,777.42	8,421.93			
Smithton	5,029.36	5,309.98	10,339.34			
Somonauk	15,817.16	8,526.41	24,343.57			
Sorento	1,638.50	5,748.98	7,387.48			
South Barrington	4,228.86	1,561.78	5,790.64			
South Beloit	27,714.27	31,919.11	59,633.38	34,123.60		
South Chicago Heights	17,119.03	37,078.58	54,197.61	384.95		
South Elgin	9,575.86	30,298.24	39,874.10	262.65		
South Holland	42,427.53	179,273.81	221,701.34	4,916.03		
South Jacksonville	18,210.22	22,405.00	40,615.22			
South Pekin	38,152.83	8,501.08	46,653.91			
South Roxana	4,459.85	19,948.38	24,408.23			
South Wilmington	8,894.37	6,162.64	15,057.01	—47.54		
Southern View	1,160.63	14,072.79	15,233.42			
Sparland	813.84	4,508.01	5,321.85			
Sparta	30,357.46	33,067.20	63,424.66			
Spaulding	756.73	1,502.68	2,259.41			
Spillertown	3,513.10	1,494.24	5,007.34			
Spring Bay	4,000.47	2,405.96	6,406.43			
Spring Grove	3,388.09	2,541.05	5,929.14			
Spring Valley	21,606.46	45,341.85	66,948.31	—557.68		
Springerton	1,044.72	1,958.55	3,003.27			
Springfield	174,132.08	767,715.02	941,847.10	—46,211.41		—199,742.20
St. Anne	12,127.24	11,633.02	23,760.26			
St. Augustine	2,040.65	1,696.86	3,737.51			
St. Charles	76,714.41	94,195.57	170,909.98			
St. David	600.16	7,276.97	7,877.13			
St. Elmo	21,748.11	13,903.93	35,652.04			
St. Francisville	25,141.73	8,779.66	33,921.39	4,037.00		
St. Jacob	15,355.05	4,465.82	19,820.87			
St. Johns	2,204.53	1,739.03	3,943.56			
St. Joseph	19,466.97	10,214.80	29,681.77			
St. Libory	4,801.32	2,920.92	7,722.24			
St. Marie	241.60	2,929.36	3,170.96	237.85		
St. Peter	1,083.42	3,351.47	4,434.89			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscella-neous—(2)			
75.19		1,072.85			1,840.24	2,988.28	8,413.91
488.10		3,665.77			633.58	4,787.45	1,027.32
154.07		1,156.76			115.32	1,426.15	282.68
		19,693.63			22,805.89	42,499.52	47,681.20
342.26		6,762.27			3,951.64	11,056.17	18,371.37
		9,527.47			4,902.45	14,429.92	6,364.99
2,915.19		39,556.23			6,701.95	49,173.37	12,038.79
					1,171.39	1,171.39	7,521.54
453.84		10,894.52			20,875.28	32,223.64	31,286.96
		7,935.00			1,417.23	9,352.23	1,845.24
1,889.98		17,795.80			18,763.89	93,235.87	32,649.06
376.00		2,214.01			1,225.61	3,815.62	3,173.13
					1,308.76	1,308.76	7,198.66
35.69		121.99			3,105.64	3,263.32	9,993.88
					1,442.54	1,442.54	14,055.01
2,290.62		50,933.13			50,004.49	133,228.24	90,319.33
	56,272.46				25,061.99	81,334.45	45,212.44
					2,523.54	2,523.54	4,898.58
					433.85	433.85	1,466.88
					672.46	672.46	1,047.41
					849.62	849.62	1,590.42
585.85		5,540.78			1,056.97	7,183.60	1,106.72
	623.75	297.30			1,138.27	2,059.32	1,842.72
					6,214.86	6,214.86	26,283.70
1,150.23		13,467.83		90.47	1,087.82	15,796.35	4,327.93
124.44		5,623.43			969.14	18,055.63	814.15
	4,738.75				2,769.40	7,508.15	9,367.53
859.96		9,610.16			5,860.54	16,330.66	9,947.92
435.52		8,025.48			3,897.40	12,358.40	6,181.39
1,755.23		31,353.75			17,429.80	50,538.78	25,114.44
1,060.07		7,318.09			2,513.72	10,996.88	3,281.80
741.16		7,702.45			1,556.42	10,018.03	2,621.57
197.50		3,738.47			1,297.94	5,233.91	7,030.00
505.51		4,915.98			956.72	6,378.21	2,094.74
446.16		3,205.16			2,534.39	6,185.71	7,294.56
		6,454.05			1,026.88	7,480.93	1,799.57
775.34		4,560.89			3,593.69	8,929.92	7,386.68
					766.46	766.46	3,128.88
31.80		359.42			1,395.53	1,786.75	2,617.57
351.24		2,604.24			2,219.85	5,175.33	6,819.92
2,329.98		4,159.17			423.04	6,941.47	789.25
					1,399.17	1,399.17	6,931.32
	22,318.75				18,264.96	40,583.71	38,512.63
		1,044.13			321.77	1,365.90	2,396.63
		4,223.91			1,191.41	5,415.32	1,622.65
11,175.15		62,603.90			253,721.00	757,519.43	478,652.66
373.58		7,048.75			2,938.20	10,360.53	5,612.75
110.61		1,344.30			470.91	1,925.82	575.65
					1,189.46	1,189.46	7,232.47
		6,105.18			1,519.68	7,624.86	2,714.48
		21,946.50			1,330.78	23,277.28	1,066.29
254.16		5,077.49			419.95	5,751.60	1,635.88
					668.85	668.85	5,121.79
1,724.72					13,669.80	49,518.12	10,115.26
6.86		1,083.44			16,055.95	17,531.20	36,666.41
3,714.38		18,448.38			7,847.09	30,272.50	9,601.60
14,626.50	49,887.50	20,367.33			76,776.47	166,573.83	55,127.51
672.11	17,813.14	15,876.25			1,636.66	35,998.16	4,617.06
870.73		12,861.77			3,640.71	17,373.21	29,280.70
758.36		19,111.24			1,457.21	21,326.81	3,081.42
889.76		8,333.45	91.76		2,639.24	11,906.67	3,150.34
292.16	7,453.75	2,883.48			2,878.62	13,508.01	1,725.41
					1,930.62	1,930.62	3,391.23
	12,772.98	9,062.31			14,161.48	35,996.77	27,427.89
		1,950.41			124.76	2,075.17	184.24
160.00		1,668.03			639.94	2,467.97	2,539.37
616.64		5,494.80				6,111.44	294.99
					1,088.24	1,088.24	4,840.90
6,263.13		50,886.50			4,797.17	61,389.12	5,559.19
		891.41			838.77	1,730.18	1,273.09
—59,822.54	236,955.65	357,628.63		398,817.00	159,875.13	347,500.26	94,346.84
645.80		6,359.28			4,982.00	11,987.08	11,773.18
					726.70	726.70	3,010.81
		11,093.00			40,340.55	51,433.55	119,476.43
517.57		6,134.15	133.03		200.18	6,984.93	892.20
		14,012.14			5,954.55	19,966.69	15,685.35
896.25		1,397.22			3,760.01	10,090.48	23,830.91
226.59		4,665.73			1,912.55	6,804.87	13,016.00
		2,597.29			599.82	3,197.11	746.45
—24.52		3,739.73			4,374.62	8,089.83	21,591.94
					1,250.93	1,250.93	6,471.31
		2,373.71	52.24		148.00	2,811.80	359.16
		955.50			1,435.32	2,390.82	2,044.07

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Standard	2,017.39	2,380.66	4,398.05			
Standard City	955.86	1,536.43	2,492.29			
Stanford	1,444.62	4,043.69	5,488.31			
Staunton	43,919.21	35,692.66	79,611.87			
Steeleville	7,608.74	13,245.48	20,854.22			
Steger	43,735.90	54,298.79	98,034.69			
Sterling	24,147.16	139,140.66	163,287.82	69,734.07		
Steward	2,118.55	2,228.68	4,347.23			
Stewardson	3,140.92	5,917.09	9,058.01			
Stickney	4,343.83	52,669.51	57,013.34			
Stillman Valley	10,790.16	6,863.31	17,653.47			
Stockton	32,999.69	15,195.57	48,195.26	33,235.08		
Stone Park	44,929.29	35,810.85	80,740.14	43,805.34		
Stonefort	6,710.82	2,946.26	9,657.08			
Stonington	12,714.55	9,083.57	21,798.12			
Stoy	8,238.37	1,561.77	9,800.14			
Strasburg	2,508.24	3,942.39	6,450.63			
Strawn	4,031.87	1,283.18	5,315.05			
Streamwood	11,560.73	94,186.77	105,747.50	60,672.78		
Streator	77,476.03	142,399.22	219,875.25	16,843.40		
Stronghurst	687.51	6,880.24	7,567.75			
Sublette	3,770.54	2,583.21	6,353.75			
Sugar Grove	7,969.01	8,315.37	16,284.38	5,180.07		
Sullivan	75,887.57	33,312.02	109,199.59			
Summerfield	4,731.68	2,980.01	7,711.69			
Summit	83,501.02	87,577.08	171,078.10			
Sumner	10,796.61	8,737.44	19,534.05			
Sunnyside	1,728.41	2,557.93	4,286.34			
Swansea	17,444.48	32,054.17	49,498.65			
Sycamore	25,416.33	62,538.16	87,954.49	14,688.66		
Symerton	85.63	1,038.35	1,123.98	277.40		
Table Grove	7,433.69	4,221.00	11,654.69			
Tallula	2,429.20	4,617.77	7,046.97			
Tamaroa	5,782.56	5,875.59	11,658.15			
Tamms	1,740.33	4,626.22	6,366.55			
Tampico	3,656.49	6,669.15	10,325.64			
Taylor Springs	6,142.85	4,643.10	10,785.95			
Taylorville	6,384.51	79,797.46	86,181.97	41,863.35		696.56
Tennessee	3,454.07	1,739.02	5,193.09			
Teutopolis	4,756.71	9,623.85	14,380.56			
Thawville	2,205.85	2,076.73	4,282.58			
Thayer	10,086.18	5,478.86	15,565.04			
Thebes	7,541.39	3,976.15	11,517.54			
Third Lake	1,151.36	1,519.56	2,670.92			
Thomasboro	4,513.47	3,866.44	8,379.91			
Thompsonville	4,619.71	3,613.16	8,232.87			
Thomson	5,321.02	4,583.99	9,905.01			
Thornton	52,721.19	30,956.74	83,677.93			
Tilden	7,313.39	6,821.08	14,134.47			
Tilton	38,004.28	21,932.30	59,936.58	6,924.25		
Time	608.90	379.86	988.76			
Tinley Park	67,527.23	73,867.30	141,394.53			
Tiskilwa	662.12	8,028.31	8,690.43	5,135.76		
Toledo	3,576.25	8,425.10	12,001.35			
Tolono	6,723.71	15,212.44	21,936.15			
Toluca	6,752.54	11,413.56	18,166.10	5,231.29		
Tonica	20,717.38	6,331.46	27,048.84	—34.80		
Topeka	1,781.57	650.03	2,431.60			
Toulon	5,433.01	10,240.14	15,673.15			
Tovey	1,608.12	5,453.50	7,061.62			
Towanda	8,122.30	4,946.99	13,069.29			
Tower Hill	2,050.23	5,909.39	7,959.62			
Tower Lakes	5,716.92	7,006.85	12,723.77			
Tremont	20,370.65	13,152.59	33,523.24			
Trenton	24,204.75	17,685.96	41,890.71	2,152.42		
Troy	31,584.78	15,009.82	46,594.60			
Troy Grove	4,948.18	2,287.78	7,235.96			
Tuscola	16,924.19	32,712.64	49,636.83			
Ullin	5,152.81	4,871.03	10,023.84			
Union	4,505.43	4,052.16	8,557.59			
Union Hill	55.69	675.34	731.03	207.40		
Urbain	969.97	455.86	1,425.83			
Urbana	106,212.14	250,059.78	356,271.92	18,469.57		
Ursa	5,513.75	3,528.74	9,042.49			
Valier	3,027.27	5,478.85	8,506.12			
Valley City	5,699.15	920.17	6,619.32			
Valley View	12,023.75	14,697.47	26,721.22			
Valmeyer	4,538.46	5,985.38	10,523.84			
Vandalia	145,318.82	46,743.23	192,062.05	98,220.30		
Varna	4,535.40	3,148.86	7,684.26		2,469.63	
Venedy	1,767.17	1,207.19	2,974.36			
Venice	140,136.45	45,417.82	185,554.27	19,005.44		
Vergennes	1,359.81	2,515.72	3,875.53			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
307.33		3,414.53	74.44		173.91	3,970.21	427.84
		1,048.87			658.00	1,706.87	785.42
128.37		476.39			1,731.76	2,336.52	3,151.79
311.73		6,282.87			15,285.88	21,880.48	57,731.39
					5,672.55	5,672.55	15,181.67
215.98		3,825.00			23,254.20	27,295.18	70,739.51
4,829.28		41,886.43		—45,897.27	48,641.23	119,193.74	44,094.08
393.49		3,098.38			162.80	3,654.67	692.56
300.64		5,300.80			1,563.67	7,165.11	1,892.90
3,082.75	14,421.95	888.00			21,929.52	40,322.22	16,691.12
					2,939.30	2,939.30	14,714.17
4,717.37					5,427.29	43,379.74	4,815.52
4,070.67		2,278.24			15,336.50	65,490.75	15,249.39
359.13		4,792.77			1,261.77	6,413.67	3,243.41
546.66		12,991.08			3,616.86	17,154.60	4,643.52
					668.85	668.85	9,131.29
234.90		4,247.65			718.72	5,201.27	1,249.36
					549.53	549.53	4,765.52
3,752.36		21,858.16			1,213.37	87,496.67	18,250.83
15,909.33		116,485.95			37,292.31	186,530.99	33,344.26
					2,946.56	2,946.56	4,621.19
526.50		4,500.00			508.61	5,535.11	818.64
737.70					3,561.18	9,478.95	6,805.43
					14,266.33	14,266.33	94,933.26
240.24		4,614.76			1,276.23	6,131.23	1,580.46
	68,288.25				37,506.08	105,794.33	65,283.77
931.16		9,439.05			3,741.94	14,112.15	5,421.90
					1,095.46	1,095.46	3,190.88
2,737.79		26,079.11			8,394.52	37,211.42	12,287.23
15,332.50					25,963.85	55,985.01	31,969.48
40.41					275.36	593.17	530.81
406.53		7,049.30			1,807.70	9,263.53	2,391.16
151.35		3,763.16			1,209.33	5,123.84	1,923.13
		6,944.28	141.72		1,568.53	8,654.53	3,003.62
		4,601.59			337.94	4,939.53	1,427.02
88.03		715.05			2,856.15	3,659.23	6,666.41
		6,650.24			1,602.96	8,253.20	2,532.75
					18,126.58	60,686.49	25,495.48
149.41		2,721.01			744.75	3,615.17	1,577.92
		8,378.03			2,520.34	10,898.37	3,482.19
476.15		3,551.81				4,027.96	254.62
		1,043.31	21.45		2,346.40	3,411.16	12,153.88
		5,507.53			1,702.84	7,210.37	4,307.17
190.83		1,057.91			645.39	1,894.13	776.79
385.63		4,944.00			1,073.75	6,403.38	1,976.53
		4,132.72			1,547.39	5,680.11	2,552.76
					1,963.14	1,963.14	7,941.87
1,032.48	50,000.00	10,891.25			13,257.66	75,181.39	8,496.54
		4,624.34	93.42		2,921.22	7,638.98	6,495.49
1,797.65		9,386.86			9,392.81	27,501.57	32,435.01
		326.00			162.68	488.68	500.08
1,054.99		11,509.10			31,634.69	44,198.78	97,195.75
			51.35		959.12	6,146.23	2,544.20
678.37		7,204.47			1,448.57	9,331.41	2,669.94
492.10		12,154.19			3,983.92	16,630.21	5,305.94
301.34		4,128.47			4,888.02	14,549.12	3,616.98
2,378.00		7,856.09			2,711.53	12,910.82	14,138.02
		1,900.00			199.31	2,099.31	332.29
186.30		7,655.71			2,681.75	10,523.76	5,149.39
237.43		3,915.63	83.13		1,097.20	5,333.39	1,728.23
72.59		322.71			2,118.63	2,513.93	10,555.36
299.14		5,085.74			702.04	6,086.92	1,872.70
1,000.44		8,829.55			673.29	10,503.28	2,220.49
631.86		6,111.59			5,632.78	12,376.23	21,147.01
986.58		7,843.36			7,574.25	18,556.61	23,334.10
756.84		12,339.83			6,428.17	19,524.84	27,069.76
538.78		4,547.91			979.77	6,066.46	1,169.50
1,847.98		29,259.95			8,162.16	39,270.09	10,366.74
455.43		3,847.92	43.03		2,086.08	6,432.46	3,591.38
245.77		4,601.70			1,638.66	6,486.13	2,071.46
79.96					176.87	464.23	266.80
		140.61	2.81		195.23	338.65	1,087.18
3,638.88	148,736.33	47,676.73			107,091.54	325,613.05	30,658.87
147.84		2,396.69			1,511.23	4,055.76	4,986.73
623.96		6,265.61	137.79		400.22	7,427.58	1,078.54
					394.08	394.08	6,225.24
478.43		9,967.25			6,294.39	16,740.07	9,981.15
382.94		6,825.45			1,418.67	8,627.06	1,896.78
15,803.00		19,122.52			20,018.43	153,164.25	38,897.80
348.48		2,365.60			1,348.54	6,532.25	1,152.01
		1,755.45			517.00	2,272.45	701.91
1,963.86		14,965.00			19,450.81	55,385.11	130,169.16
		1,449.79			1,077.39	2,527.18	1,348.35

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Disbursed		
				Contract Construction	Day Labor Construction	Right-of-Way
Vermilion	4,946.93	2,676.11	7,623.04			
Vermont	2,417.60	7,623.09	10,040.69			
Vernon	3,647.36	1,983.86	5,631.22		267.05	
Vernon Hills	474.14	5,749.00	6,223.14			
Verona	133.68	1,620.87	1,754.55			
Versailles	7,362.13	3,604.71	10,966.84			
Victoria	7,300.29	3,824.23	11,124.52			
Vienna	37,877.22	9,235.49	47,112.71	40,076.64		
Villa Grove	10,609.96	19,484.10	30,094.06			
Villa Park	182,033.12	216,933.43	398,966.55			
Viola	8,356.25	6,854.91	15,211.16			
Virden	16,830.67	27,934.48	44,765.15			
Virginia	21,404.86	14,089.69	35,494.55			
Wadsworth	7,082.76	4,710.61	11,793.37			
Waggoner	231.23	1,848.78	2,080.01			
Walnut	18,080.52	10,062.85	28,143.37			
Walnut Hill	253.01	1,291.61	1,544.62			
Walshville	3,944.66	1,038.38	4,983.04			
Waltonville	7,754.97	3,326.11	11,081.08			
Wamac	11,512.68	11,768.15	23,280.83			
Wapella	1,468.67	4,440.45	5,909.12			
Warren	4,540.28	12,409.72	16,950.00			
Warrensburg	5,317.90	5,748.98	11,066.88			
Warrenville	11,518.31	23,570.01	35,088.32			
Warsaw	3,356.86	16,360.53	19,717.39			
Washburn	16,978.35	8,982.27	25,960.62			
Washington	44,846.07	49,968.06	94,814.13	14,132.53		
Washington Park	29,619.90	83,668.42	113,288.32			
Wataga	396.85	4,811.93	5,208.78			
Waterloo	35,968.87	32,071.07	68,039.94			
Waterman	14,727.62	7,732.84	22,460.46			
Watseka	45,663.59	44,058.67	89,722.26	77,948.99		
Watson	171.97	2,085.18	2,257.15			
Wauconda	31,460.44	45,105.48	76,565.92			
Waukegan	47,433.35	585,245.68	632,679.03	198,922.93		1,549.95
Waverly	3,077.06	11,607.73	14,684.79			
Wayne	1,958.19	4,491.12	6,449.31			
Wayne City	769.35	7,623.11	8,392.46			
Waynesville	6,460.02	4,305.40	10,765.42			
Weldon	2,961.36	3,790.45	6,751.81			
Wellington	3,737.00	2,819.61	6,556.61			
Wenona (Marshall)	15,210.61	8,484.20	23,694.81			
Wenonah (Montgomery)	913.46	861.08	1,774.54			
West Brooklyn	126.71	1,536.45	1,663.16			
West Chicago	67,253.85	70,552.07	137,805.92	32,612.65		
West City	2,605.30	6,871.79	9,477.09			
West Dundee	8,548.29	24,481.72	33,030.01	11,910.43		
West Frankfort	6,400.77	76,205.73	82,606.50	4,522.36		100.00
West Point	317.36	1,975.40	2,292.76			
West Salem	9,917.16	8,070.54	17,987.70			
Westchester	176,108.39	152,732.23	328,840.62	149,781.80		
Western Springs	41,350.16	111,712.65	153,062.81	13,176.80		
Westfield	755.92	5,369.12	6,125.04			
Westhaven	4,849.45	3,908.63	8,758.08			
Westmont	23,695.71	69,604.11	93,299.82	1,610.60		
Weston	8,515.95	3,554.04	12,069.99			
Westville	13,152.22	29,521.58	42,673.80	108.48		
Wheaton	76,990.39	238,342.33	315,332.72			
Wheeler	120.45	1,460.46	1,580.91			
Wheeling	251,028.86	115,528.43	366,557.29	40,110.60		
White City	1,925.63	1,663.07	3,588.70			
White Hall	103,934.31	25,427.22	129,361.53	77,728.60		
Whiteash	2,489.58	1,350.72	3,840.30			
Williamsfield	381.54	4,626.20	5,007.74			
Williamson	537.83	2,735.20	3,273.03			
Williamsville	2,984.27	7,614.68	10,598.95			
Willisville	1,498.27	4,491.13	5,989.40			
Willow Hill	233.24	2,828.06	3,061.30			
Willow Springs	32,527.32	26,659.77	59,187.09			20,000.00
Willowbrook	4,656.24	1,325.38	5,981.62			
Wilmette	387,809.07	267,484.00	655,293.07	233,561.90		110,000.00
Wilmington (Greene)	1,310.22	1,097.46	2,407.68			
Wilmington (Will)	17,863.06	37,845.40	55,708.46	6,720.84		
Wilsonville	1,747.45	5,808.04	7,555.49			
Winchester	18,181.23	13,988.36	32,169.59			
Windsor (Mercer)	3,131.48	5,554.85	8,686.33			
Windsor (Shelby)	2,205.92	8,619.25	10,825.17			
Winfield	16,787.69	29,500.47	46,288.16			
Winnebago	7,783.60	8,940.06	16,723.66			
Winnetka	195,085.56	112,852.33	307,937.89	8,534.91	4,583.88	
Winslow	18,639.38	3,089.78	21,729.16	15,101.85		
Winthrop Harbor	46,472.66	37,372.61	83,845.27			

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
111.41	....	2,102.00	44.27	....	1,146.08	3,403.76	4,219.28
....	....	5,726.74	57.26	....	1,840.91	7,624.91	2,415.78
....	....	2,417.97	....	....	849.62	3,534.64	2,096.58
373.99	....	2,979.89	....	....	1,047.38	4,401.26	1,821.88
....	....	133.68	....	....	694.17	827.85	926.70
....	....	721.45	....	....	1,543.77	2,265.22	8,701.62
418.15	....	5,153.59	....	....	1,637.77	7,209.51	3,915.01
4,096.00	....	1,807.74	....	....	....	45,980.38	1,132.33
751.22	....	11,511.77	....	....	7,870.82	20,133.81	9,960.25
10,482.49	77,874.04	236,402.71	....	....	15,846.71	340,605.95	58,360.60
811.99	....	9,322.26	....	....	1,795.19	11,929.44	3,281.72
523.39	12,875.00	12,883.25	....	....	7,315.64	33,597.28	11,167.87
....	....	....	....	....	6,034.11	6,034.11	29,460.44
....	....	....	....	....	2,017.38	2,017.38	9,775.99
100.00	....	1,753.34	....	....	....	1,853.34	226.67
747.53	....	4,653.00	....	....	4,309.55	9,710.08	18,433.29
....	....	331.19	....	....	553.15	884.34	660.28
....	....	....	....	....	444.70	444.70	4,538.34
....	....	660.77	....	....	1,424.45	2,085.22	8,995.86
502.62	....	11,061.50	....	....	5,039.87	16,603.99	6,676.84
384.82	....	4,543.70	....	....	324.37	5,252.89	656.23
7,702.50	....	....	....	....	5,314.63	13,017.13	3,932.87
527.29	....	4,824.97	....	....	2,462.09	7,814.35	3,252.53
900.43	....	25,931.20	....	....	3,678.71	30,510.34	4,577.98
1,125.56	....	13,830.00	....	....	1,195.12	16,150.68	3,566.71
986.08	....	14,508.00	309.88	....	3,846.77	19,650.73	6,309.89
684.50	33,053.95	....	....	....	21,399.50	69,270.48	25,543.65
2,917.63	....	69,908.87	....	....	13,947.06	86,773.56	26,514.76
33.66	....	504.33	....	....	2,060.77	2,598.76	2,610.02
1,076.44	....	28,705.00	....	....	13,734.88	43,516.32	24,523.62
....	....	12,833.99	....	....	3,311.71	16,145.70	6,314.76
6,371.41	....	....	....	....	....	84,320.40	5,401.86
....	....	1,860.04	....	....	141.45	2,001.49	255.66
....	....	....	....	....	19,317.05	19,317.05	57,248.87
15,824.43	....	128,306.49	....	....	140,193.11	484,796.91	147,882.12
388.23	....	4,775.10	....	....	3,587.60	8,750.93	5,933.86
463.58	....	3,884.59	....	....	677.89	5,026.06	1,423.25
....	....	6,828.46	....	....	556.86	7,385.32	1,007.14
....	....	....	....	....	1,843.85	1,843.85	8,921.57
393.96	....	—3,699.43	....	....	992.67	5,086.06	1,665.75
....	....	....	....	....	1,207.54	1,207.54	5,349.07
773.90	....	7,830.93	....	....	3,633.47	12,238.30	11,456.51
....	....	653.03	....	....	368.77	1,021.80	752.74
....	....	116.47	....	....	658.01	774.48	888.68
8,219.36	....	574.33	....	....	29,552.20	70,958.54	66,847.38
709.94	....	6,351.18	141.23	....	501.98	7,704.33	1,772.76
2,134.24	....	3,378.86	....	....	6,411.41	23,834.94	9,195.07
6,043.66	....	27,833.47	....	....	19,957.19	58,456.68	24,149.82
182.83	....	1,718.91	....	....	144.30	2,046.04	246.72
....	....	4,512.23	....	....	3,456.32	7,968.55	10,019.15
15,507.00	....	....	....	....	65,409.68	230,698.48	98,142.14
836.04	....	39,107.00	....	....	47,842.49	100,962.33	52,100.48
....	....	4,760.30	....	....	392.21	5,152.51	972.53
....	....	....	....	....	1,673.92	1,673.92	7,084.16
5,662.77	4,076.48	20,635.94	....	....	29,808.92	61,794.71	31,505.11
....	....	....	....	....	1,522.07	1,522.07	10,547.92
996.94	....	15,055.50	329.77	....	11,091.68	27,582.37	15,091.43
....	....	77,269.97	....	....	102,073.38	179,343.35	135,989.37
....	....	1,309.11	....	....	92.74	1,401.85	179.06
5,114.44	51,905.00	33,728.48	....	....	49,476.64	180,335.16	186,222.13
—133.61	....	3,095.34	56.99	....	121.49	3,140.21	448.49
11,478.07	....	1,610.40	....	....	10,889.56	101,706.63	27,654.90
....	....	....	....	....	578.45	578.45	3,261.85
285.97	....	3,955.56	....	....	199.01	4,440.54	567.20
....	....	2,612.30	52.25	....	199.80	2,864.35	408.68
....	....	....	....	....	3,261.09	3,261.09	7,337.86
....	....	1,683.35	34.35	....	1,923.39	3,641.09	2,348.31
227.06	....	2,170.21	47.94	....	206.58	2,651.79	409.51
—331.24	....	5,458.90	....	....	11,417.40	36,545.06	22,642.03
....	....	....	....	....	567.61	567.61	5,414.01
16,304.81	....	....	....	....	114,553.72	474,420.43	180,872.64
....	....	....	....	....	469.99	469.99	1,937.69
1,414.36	23,408.02	3,801.40	....	....	8,370.52	43,715.14	11,993.32
242.42	....	3,161.99	68.09	....	1,521.04	4,993.54	2,561.95
304.41	....	5,243.70	....	....	5,990.71	11,538.82	20,630.77
983.17	....	5,890.00	....	....	405.78	7,278.95	1,407.38
779.18	....	7,269.31	....	....	629.62	8,678.11	2,147.06
512.42	....	11,519.90	....	....	12,968.52	25,000.84	21,287.32
320.97	....	3,087.82	....	....	3,828.69	7,237.48	9,486.18
17,610.00	....	14,054.30	....	....	48,330.57	93,113.66	214,824.23
1,502.63	....	....	....	....	1,323.25	17,927.73	3,801.43
....	43,000.00	7,956.35	....	....	13,784.05	64,740.40	19,104.87

TABLE 68.—MOTOR FUEL TAX FUNDS AVAILABLE

				Disbursed		
	Balance Available Jan. 1, 1969	Allotted During 1969	Total Available During 1969	Contract Construction	Day Labor Construction	Right-of-Way
Witt	2,784.29	9,294.62	12,078.91			
Wood Dale	61,663.27	66,455.23	128,118.50			
Wood River	106,818.72	98,720.48	205,539.20			
Woodhull	576.00	6,576.29	7,152.29			
Woodland	1,821.31	2,904.04	4,725.35			
Woodlawn	1,464.61	2,034.51	3,499.12			
Woodridge	7,472.40	67,025.30	74,497.70	—300.48		
Woodson	2,478.14	1,933.22	4,411.36			
Woodstock	13,315.13	83,660.00	96,975.13			
Worden	3,874.85	8,948.50	12,823.35	1,200.00		
Worth	145,250.07	98,787.97	244,038.04			
Wyanet	1,887.35	7,918.57	9,805.92			
Wyoming	18,029.82	13,161.05	31,190.87			
Xenia	341.86	4,145.01	4,486.87			
Yale	85.63	1,038.36	1,123.99			
Yates City	2,251.50	6,770.48	9,021.98			
Yorkville	8,944.54	13,237.01	22,181.55			
Zeigler	3,714.07	18,006.74	21,720.81			
Zion	58,165.23	119,082.51	177,247.74	7,142.00		31,125.00
Total	$44,326,704.17	$77,315,189.41	$121,641,893.58	$21,000,332.03	$1,105,067.86	$1,038,281.15

[1] transferred from funds certified prior to 1969
[2] Includes Illinois Municipal Employees' Fund or Social Security

& DISBURSED TO MUNICIPALITIES DURING 1969.

for					**Direct Allotments to Local Agencies	Total Disbursed During 1969	Balance on Hand Dec. 31, 1969
Engineering	Municipal Indebtedness	Maintenance	Treas. Fee	Miscellaneous—(2)			
		7,580.60			1,552.82	9,133.42	2,945.49
3,433.00		58,331.62			28,460.38	90,225.00	37,893.50
113.39	34,950.00	7,718.97			42,278.40	85,060.76	120,478.44
					2,816.38	2,816.38	4,335.91
—71.70		71.70			1,243.70	1,243.70	3,481.65
		1,587.77			871.30	2,459.07	1,040.05
1,553.57		36,007.39			17,235.73	54,496.21	20,001.49
356.83		3,566.38			141.22	4,064.43	346.93
1,707.02	83,292.98				1,717.90	86,717.90	10,257.23
333.11		8,298.05			653.67	10,484.83	2,338.52
5,698.92		59,656.25			42,307.31	107,662.48	136,375.56
513.34		5,300.51			1,482.66	7,296.51	2,509.41
939.90		25,960.37			961.40	27,861.67	3,329.20
450.75		3,369.29			158.63	3,978.67	508.20
		910.22			75.85	986.07	137.92
					2,899.55	2,899.55	6,122.43
608.71		9,745.86			5,668.93	16,023.50	6,158.05
256.57		3,674.46			7,711.63	11,642.66	10,078.15
1,480.06		55,258.13			36,479.40	131,484.59	45,763.15
$3,879,834.66	$6,580,110.91	$24,894,374.75	$11,500.56	$359,249.77	$21,233,511.71	$30,102,263.40	$41,539,630.18

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